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GRAVE NATIONAL CRISIS.

"PRACTICALLY CIVIL WAR."

ARMY AND NAVY RESERVES CALLED UP.

Two Million Workers Involved in Strike Decision.

(Reuter's Service.)

London, April 8.
After a prolonged deliberation the Miners' Executive has decided that the Government condition that the safety of the mines be first discussed was an insurmountable obstacle to the resumption of negotiations. The Executive proceeded to a meeting of the Triple Alliance which was considering arrangements in connection with its decision to strike.

A Full Triple Alliance Strike.

London, April 7.
The Railwaymen and Transport Workers have decided that unless negotiations are re-opened between the miners and owners or the Government, a full Triple Alliance strike shall begin at midnight on Tuesday, April 12.

Two Million Workers Involved.

Later.
In consequence of the decision of a general Triple Alliance strike on Tuesday, it is significant that two million workers will be directly involved; namely, Miners one million, and Railwaymen and Transport Workers each half a million. The strike will be controlled by Joint Executives. Various District Delegates have already returned home to await Headquarters' strike instructions. Ten thousand pottery operatives are now idle through the coal stoppage, and the engineering, lace and printing trades in Derby are inaugurating short time. There is little doubt that the Railwaymen are not enthusiastic for a strike, the first definite instance being that the staff at Lime Street Station, Liverpool, has telegraphed to Mr. Thomas urging him to prevent calling out of the Railwaymen, declaring that it is a Bolshevik move and demanding a ballot. It is declared that not 20 per cent. of the Railwaymen of Liverpool will strike.

Overture Turned Down.

When the Railwaymen and Transport Workers reached their decision as regards a strike, the Miners had not yet seen the Premier. The latter, in pursuance of a Labourite suggestion in the House of Commons last night, wrote inviting the Mine-owners and Miners to a Conference at which the question of pumping would be primarily discussed. The Mine-owners accepted but the Miners replied raising objections. There were subsequent written communications between Downing Street and the Miners' Executive, who sat all the morning without reaching a decision, and adjourned until the afternoon.

Strong Government Measures.

London, April 8.
An important pronouncement was made by the Prime Minister in the House of Commons, indicating the Government's intention in the present crisis. An appeal will be issued for volunteers to carry on transport and other essential services. Special constables will be enrolled in a Special Emergency Force, for which enrolment will be for three months and which will be formed to protect the police in the execution of their duties. Reserves in the Army and Navy will be called up.

Premier's Grave Statement.

London, April 8.
In the House of Commons, Mr. Lloyd George read a statement giving the correspondence to-day between himself and the Miners and Mine-owners. He emphasised that the Government's action was solely dictated by a desire to remove obstacles in the way of negotiations. The destruction of the mines was a vital question for the nation and it was the paramount duty of the Government to secure their preservation. (Cheers.) He pointed out that from the Miners' communications to-day and the statements deliberately made yesterday, it was plain that the Executive of the Miners' Federation was resolved to let the mines go to destruction, believing that they would thus intimidate the nation into surrender. He emphasised the disastrous effects on the miners. Whole villages would become derelict and thousands of families be deprived of the means of subsistence. He pointed out the calamitous results to the nation and said that the Government's duty was to prevent the catastrophe, especially as it was increasingly clear that in some places organised bodies of miners were intimidating the mine officials engaged in preserving the vital assets of the community. For the first time in history the nation was confronted with an attempt to coerce it by the destruction of its resources.

After referring to how the suspension of the transport services would accentuate the position, the Premier made an announcement regarding the auxiliary measures.
The emergency force would be called the Defence Force. The Territorial Force would not be embodied or asked to serve but Territorials and ex-Servicemen would generally and especially be invited to enlist, commencing April 8, and a Royal Proclamation would be issued calling up the Reserves of the armed forces. The Premier emphasised that the suggestion that the dispute was a deliberate attack on wages was entirely unjustified. (Cheers and Labour cries of "It's true.") An attempt was now being made to enforce a decision which was the reverse of the decision of Parliament by direct action, which would have the effect of destroying the essential assets of the community. "We are fighting for the life of the community and shall use every resource of which the community disposes." (Cheers.) The Premier then formally introduced the Royal Proclamation, calling up the Reserves.

Practically Civil War.

London, April 8.
London was never more cheerful or busier than it has been in the last few days of bright sunshine. But its seething life has been brought to a standstill by the strike forced on the nation by what appears to be the mismanagement of one industry. There had been expressions of sympathy for the miners faced with immediate reductions in wages (in some cases by fifty per cent.) but the obduracy of their Executive in refusing to compromise on the claims has alienated any public sympathy. There are already signs of dissension in the ranks of the workers, even the miners themselves. The break-away from the Miners' Federation was announced to-day by the National Association of Colliery Deputies, representing the safety men in the Midlands coalfields, decided to make the working agreement with the Miners' Federation and to negotiate with the coal-owners in keeping the pits in working

order, while the North-Eastern Railway Firemen's Association has decided to remain at work and do its utmost to get the railway men to stand loyal to the country. There is the appalling prospect that the existing ranks of the unemployed will be swollen by 100,000 work-less and money-less men, wandering the towns and countryside, with possibilities of Sinn Feiners seizing opportunities for mischief. But there is no doubt that the nation will support the measures announced by the Government to cope with what practically amounts to civil war.

On the other hand, a silver lining to the overbearing storm clouds is the fact that the railwaymen and transport workers have not called a generally feared lightning strike, and so long as the men are not actually out the nation can hope against hope for eleventh hour relief. It is understood that Mr. Clynes, Mr. Henderson and Mr. Thomas are still striving to find a navigable passage and a safe harbour. Mr. Thomas to-night appealed to the railwaymen at Paddington to do nothing to inflame the situation.

A Grave Crisis.

London, April 8.
Cabinet members are of opinion that a national crisis of an unprecedented character has arisen and that the defensive measures being taken are in no wise provocative but would have to be adopted even if a Labour Government were in power. They declare that the plans for dealing with the crisis are very complete and it is believed they will be successful.

Meanwhile, the War Office appeal to "loyal citizens capable of bearing arms," especially ex-Servicemen, to enrol for temporary military service has impressed the public imagination with the extraordinary gravity of the situation, for simultaneously the Executive of the Communist Party has issued a manifesto congratulating the Triple Alliance workers as regards their class solidarity, urging all workers to follow their splendid example and concluding that the Triple Alliance strike announcement "is the first actual manifestation of revolutionary purpose and intent."

THE TRADE SLUMP.

Official Returns for March.

London, April 8.
The trade slump is forcibly re-evidenced by the Board of Trade returns for March showing exports nearly 67 millions sterling and imports 94 millions, being decreases of 37 millions and 83 millions respectively compared with March 1920. The principal increases in imports are 14 millions in iron and steel and 4 millions in meat.

TO-DAY'S CHINESE TELEGRAMS.

Peking, April 8.
Luk Wing-ting has wired that as Sun Yat-sen has been elected President, Kwangsi is in danger of being attacked. He has requested that money and ammunition should be supplied without delay. It is said that the Diplomatic Corps has handed over \$2,500,000, the balance of the Customs duty surplus due to the South, to the Ministry of Finance.

Owing to a report that labourers are still being sent from Macao, the Minister for Foreign Affairs has instructed Dr. Wellington Koo to bring up a suggestion at the next conference of the League of Nations that no Chinese labourers should be recruited without the sanction of the Government.

Shanghai, April 8.
Most of the political parties here look upon the condition of the country as being very grave on hearing that Dr. Sun Yat-sen has been elected President of the South.

EARLIER TELEGRAMS.

ANGLO-JAPANESE ALLIANCE.

London, April 8.
A Melbourne telegram gives the text of a speech by Premier Hughes in the House of Representatives as regards the forthcoming conference of Imperial Premiers.

Mr. Hughes declared that the conference would deal particularly with naval defence. British statesmen were first to recognise that the Dominions had earned the right of consultation on foreign policy but it would be consultation, not determination. The latter must still remain in the hands of Britain. Britain had plainly told the Dominions that she could no longer bear the expense of maintaining the Navy. This was a momentous and vital decision. The Imperial Cabinet would necessarily have to provide defence for the Pacific whereas the United States demanded a strong navy to defend her coast line. Australia had a coast three times the length of the United States.

Mr. Hughes declared that he was strongly in favour of a general Anglo-Japanese Treaty but in such a form as would be acceptable to America. When there was a great danger of great naval rivalry in the Pacific threatening to drain the finances of the nations and have a reflex influence throughout the world, Australia should have an alliance with the greatest Power in the East so long as that did not involve the sacrifice of Australia's sacred principles. (Cheers.) Much of the legislation to which Japan objected in Australia was on her own Statute Book.

Mr. Hughes described the League of Nations as an unwieldy contrivance. Whereas the most powerful agency for the world's peace was the British Empire, the real hope of peace lay in an understanding between America, Britain and France, while the Anglo-Japanese Treaty should be renewed in any form satisfactory to Britain, America and Australia.

GERMANY'S BAD FAITH.

Paris, April 8.
Speaking before the Senate the Premier, M. Briand stated that the present financial difficulties are the consequences of Germany's bad faith which obliged France to shoulder the latter's liabilities arising from the Peace Treaty. Now, after two years' patience, France is firmly resolved to get her due and resort to force if necessary. Despite Germany's efforts the Allied nations are as closely united as ever.

TURKEY AND AFGHANISTAN.

Constantinople, April 8.
The newspapers of Angora publish a Turco-Afghan agreement signed Moscow 1st March, assuring a complete understanding on foreign questions. Turkey agrees to reorganise the Afghan Army and supply officers and arms.

EARLIER TELEGRAMS.

THE COMMUNICATIONS CONFERENCE.

London, April 8.
The allegations made during the sitting of the International Communications Conference at Washington, last year, suggesting that the British authorities purposely delayed, suppressed and tampered with telegrams passing between America and Europe, provoked the intervention of Britain who asked the Secretary of State in November to supply specific information with a view to investigation. The ensuing correspondence, published in a White Paper shows that the Acting Secretary of State forwarded a memorandum quoting a number of allegations for which the State Department did not assume responsibility, declaring that while the United States Government did not imply that Britain was guilty of the practices imputed, the feeling existed, which would be difficult to dispel as long as the British Government exacted delivery of all messages handled by the Cable Companies. They desired to remain anonymous, as the Government would have preferred to take up the matter therewith and give the fullest publicity to the whole affair in order to counter the malicious reports spread with the object of creating Anglo-American friction.

Lord Curzon pointed out the obvious impossibility of tracing many messages. He mentioned that fifty-two out of fifty-six of them were two years old, dating to a period immediately after the armistice, when the censorship operated with the full cognizance of the United States Government. There were a few cases during the war itself, when American officers worked in the British Censor's office. These American officers regarded the charges against the British Censorship unfounded.

Lord Curzon showed that delays to telegrams in the period mentioned occurred in the Cable Companies, both of which were American controlled concerns. He contradicted emphatically the allegation that British firms were allowed access to information derived through the Censorship and contended that the statement to which the State Department draws attention was founded on vague charges, as shown by the fact that American companies control the Atlantic cables, also the cables between Britain and France, and since the end of 1919 Britain has leased to an American company special wires between Britain, Holland and Belgium. Consequently a large proportion of the American continental traffic is not handled by the British Post Office.

CHINESE AMENDMENT TO COVENANT OF LEAGUE OF NATIONS.

Geneva, April 8.
The Amendments Commission of the League of Nations held its first sitting. It must report to the Council of the League by June 1st to enable the Council to determine the recommendations it will make to members of the League in view of the second assembly of the League in September. The Commission invited the Czecho-Slovakian and Chinese delegates to explain the amendments to Article 21 of the Covenant of the League submitted by their respective Governments. The Chinese Government proposes to replace the Article by the following: "The Monroe Doctrine is recognised as being not incompatible with any provisions of the present Covenant."

TRIPLE ALLIANCE TO STRIKE.

London, April 8.
As the result of the meeting of the Transport Workers and Railwaymen this morning, a Triple Alliance strike has been decided upon.

MOTOR SMASH.

A Chinese Fatality.

In a serious motor car accident, which occurred on the new Stanley Road at Shauiwan yesterday, four drivers employed by the Connaught Garage were involved in a crash which resulted from an impact with the hillside, sustained whilst two of them were being put through their paces as new drivers for the Company.

In the case of these novices, the usual licence had been obtained from the Police, and their competency would appear to be borne out by the fact that a large portion of the eastern district had been covered without an untoward accident, as far as Shauiwan, before the crash which is stated to have ensued from an attempt to avoid several baskets placed in the centre of the roadway. The Happy Valley had been chosen first for the purpose of coaching these two new drivers. Under the eyes of the other two licensed men, these recruits safely negotiated the traffic at the tram terminus. At the Stanley Road one of them, who was taking charge of the wheel, appeared to be somewhat not pleased by the obstacle presented by a number of baskets and crates of hay placed in the centre of the roadway, and he attempted to negotiate the narrow gap between one of these baskets and the roadside. This being bounded by a steep hillside, the car was caught at a steep angle, and though the impact was slight, it was sufficient to turn the car over on its side. The four men were thrown out, one of the novices being so severely injured on the head that he had to be removed to the Government Civil Hospital, where he died later. Of the other one driver escaped with only a shaking. The other two were more or less injured, and also were taken to the Hospital.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

GREAT FLOODS IN JAVA.

Singapore, April 8.
Enormous inundations have occurred in the Cheribon district of Java. Large river dikes have been broken through and seven thousand bales of young rice fields are inundated of which half are ruined. There are no casualties.

RUBBER RESTRICTION.

Singapore, April 8.
In the Federal Council, the Chief Secretary, replying to questions, repeated that the Colonial Office cable did not sanction gazetted but they did not object to the publication of the restriction scheme. The Governor could not move without the Colonial Office. Mr. Duncan and others declared that the urgency was sufficient to warrant the Governor calling to the Secretary of State who must follow his advice. They strongly urged again Government intervention. The Chief Secretary asserted that the next move could not come from the Government.

ANOTHER WRECK ON THE LAMMOCKS.

"Monteagle" Rescues the Crew.

The Chinese-owned steamer Hsintien has been shipwrecked off the Lammocks, according to a communication received by the Harbour Office yesterday.

The message states that the Hsintien was lying six miles to the west of Lammocks, in a waterlogged and unmanageable condition. The Monteagle, which left here on Thursday on her way to Vancouver, was standing by, and in response to the call for assistance, had sent out boats which succeeded in rescuing the whole crew, with the exception of four Chinese who were capsized in one of the Hsintien's boats in the endeavour to get alongside the Monteagle.

The rescued crew and passengers are being taken to Woosung by the Monteagle. Before the Monteagle left the Lammocks, the Hsintien had sunk.

The Hsintien according to local information, is a four-masted auxiliary schooner, which was on her way from Saigon to Swatow to be sold when she met with the calamity which resulted in her total loss.

She is a comparatively new boat, being built in a Northern port during the war.

H.M.S. Cairo, which left Hongkong previously for the North with His Excellency the Governor, aboard was called to proceed to the scene to render assistance if such was needed, but it is believed that she arrived after the work of rescue had been effected by the Monteagle.

NEW J.P.'s.

Over Twenty Appointed.

His Excellency the Governor has appointed the following gentlemen to be Justices of the Peace for the Colony of Hongkong:

Official.—Percy Burn, Henry Edward Goldsmith, Lieutenant-Commander Conway Hake, R.N. R.; Thomas Maynard Hazlerigg, M.C.; Frederick Thobald Keyt, M.D. The name of Mr. Edward Lewis Agassiz is transferred from the Non-official to the Official List.

Non-official.—John Bell-Irving, George Melville Dodwell, Archibald Hill Ferguson, George Hogg, Ho Leung, Ip Lan-chuen, Percy Lister Knight, Li Ping, Li Wing-twang, Li Yik-mui, Lo Man-kam, Mok Kong-sang, Thomas Ernest Pearce, Thomas Petrie, Cades Alfred Middleton Smith, Alexander Gordon Stephen, Yung Teeming. The name of Dr. Gregory Paul Jordan is transferred from the Official to the Non-official List.

News in To-day's New Advertisements.

The annual general meeting of the Kowloon Bowling Green Club takes place in the Club House on Monday evening.—Page 4.
Golfers will be interested in the announcement by Lazarus on Page 7.

Patrons of the Hongkong Theatre will have opportunity of seeing the special picture "Dawn," over the week-end.—Page 12.
Messrs. Whiteaway Laidlaw & Co., are now showing dainty summer dress materials.—Page 3.

Special attention is called to a splendid new serial picture beginning at the Cornet Theatre.—Page 4.
Consignees of cargo by the K.M. Moorish Prince should notice on Page 9.

To-Day's Exchange.

The closing rate of the dollar, on the 8th day was 2s. 11 1/2d.

Lighting-Up Time.

Lighting-up time to-day is 6.42 p.m.

NOTICE.

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FAMILY LIFE IN ENGLAND
AND IN FRANCEA Difference in Household
Manners.

One of my memories of life in France, is an incident common enough, but to me illuminating—a small boy bidding good-bye to his father on the platform of a railway station.

It was four years ago and the father was in uniform; therefore, it was natural enough that he should turn at the last moment for a second embrace for his knickerbockered son and heir. Twice I saw the soldier bend with his arm round the little chap's neck; and each time as the child returned the kiss his hand went up to his blue sailor cap and he bared his head—in token of respect for his father, writes Cicely Hamilton.

The action struck me not only as un-English but significant, and I thought of the polite little sailor-boy long after the train had steamed us away from his neighbourhood. He was bred—as French children are usually bred—to observe certain courteous, ceremonious rules in dealing with the members of his family; and it is the general observance of those daily rules, the attention to etiquette between members of a household, which makes the French family something apart from the English—a unit, a definite whole.

AN INSULAR PENALTY.

It is hardly an exaggeration to say that, compared with our neighbours beyond the Channel, we have no family life; and that, probably, is one of the Penalties—if you like, rewards—of living in an island empire.

An island empire breeds colonists and sailors, and you cannot breed sailors and colonists and keep alive the idea and ideal of the household as a definite whole.

Not that we, who are English, are unconscious of the tie of blood or lacking in affection for kith and kin—even though that kith and kin be scattered. But we are bred as individuals, not as members of a little social system; and it is tacitly taken for granted in our youth that, with years of discretion, we shall go our individual ways.

So firmly do we insist upon our individual tastes and distastes in what we call our family life, so little do we aim at a common unity, that we regard it as a dangerous experiment for a mother to stay long with a married son or daughter, for relations-in-law to see very much of each other.

I remember the incredulous shout of laughter that went up from a roomful of British soldiers when I described the composition of a certain French household I knew of—three sisters-in-law and their families living amicably under one roof! I assured them it was true—but I doubt if my countrymen believed me.

FRENCH CODE OF ETIQUETTE.

If that sort of thing is possible in France and not possible with us, it is largely because the French family has what we have not; a code of etiquette which is binding on all its members.

The experience of humanity has proved that you cannot herd men and women together—in any capacity—without laying down precise and formal rules concerning their manners to each other. Any form of common life that is real and lasting—the public school, the family, the regiment—evolves its form of outward discipline, its etiquette; the code which regulates, more or less strictly, the behaviour of its mem-

bers to each other. All living societies evolve such a code; and because it is a living society, French family life has evolved it—in little ceremonies of respect and courtesy which are strange to an English household.

It is this daily ceremoniousness, respect, and restraint which makes it possible for persons who, in England, would bicker and get on each other's nerves to live amiably and cheerfully together because they are related by blood or brought into the family by marriage.

The manner of conduct to relations is not left to the individual taste; they are treated according to rules laid down by the unwritten code.

ADVANTAGES IN BOTH METHODS.

My small friend of the railway station, who was brought up to doff his cap to his father—not only to strangers—will perhaps when the day of inevitable difference comes, speak his mind less bitterly because the habits of years have enjoined on him the usages of deference.

There are advantages in both methods of training—the English as well as the French; and I have talked in France with men as well as women who frankly admired our more individual methods, asserting that they made for strength and character.

Probably each race has gone the road that suits it best, and the family as the Frenchman has made it—the "class-conscious" unit—would be an impossible institution with a people of necessity more migratory. That, however, need not blind us to the advantages of belonging to a "class-conscious" family—the higher code of manners that its membership enjoins and (not less important) the greater cautiousness in marriage.

Marriage with those who are conscious of family ties and duties is always a more careful business than with those who need only please themselves. The Frenchman unsuitably married has not only done badly for himself; an unsuitable member has been brought into his social system.

Consciously or unconsciously, the knowledge will influence him for he has absorbed with his training the sense of a duty to the family. Hence he does not marry with the heedlessness of consequence that is frequent in Anglo-Saxon youth.

SIR HARRY LAUDER.

Entertained At The House Of Commons.

At the House of Commons Sir Harry Lauder was entertained at luncheon by Mr. J. A. Seddon, M.P., the company including Mr. David Gilmour, an old friend of the famous comedian in his minding days; Mr. G. N. Barnes, M.P.; Mr. G. H. Roberts, M.P.; Mr. Jesson, M.P.; Mr. Sims, M.P.; and Captain Loseby, M.P.

Mr. Gilmour, proposing Sir Harry Lauder's health, said he was check-weigher when Sir Harry was at the coal face in the pit. Sir Harry paid a share of his wage, amounting to about three-pence a week. He recalled an occasion on the eve of the 1894 coal strike, when Sir Harry Lauder volunteered to keep an audience amused all night at the Town Hall in Hamilton. He remembered one of the songs, "The Old Rustic Bridge by the Mill."

Sir Harry Lauder wound up with a song, which was heartily applauded.

Mr. Sedon thanked their guest, and said Sir Harry Lauder had

been during the war an Empire missionary of untold value.

Sir Harry gave some racy stories of his experiences in the war, and assured his hearers that any passing hostility to England was not shown by Americans, but by a foreign element influenced by German propaganda.

Everyone knew what England did in the war, and, he added, "look how Scotland helped her." (Laughter.) "Scotland will never let anybody touch England." (Laughter.) We are always watching you ourselves. We don't like anybody to interfere." (Laughter.)

Sir Harry Lauder, in reply, said they were great times his friend had spoken of. They had had their ups and downs, and they had emerged from the coal dust of the pits into the smoke of London. "Here we are," he added, "at the House of Commons together. We have done no bad—(laughter)—as the Glasgow man says. We have done no bad at all."

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THE PERFECT PENCIL

The First Postwar Stocks

in Hongkong at

SOUTH CHINA MORNING POST, LTD.

3, WYNDHAM STREET.

NEW MOTOR LAMP.

Rays Thrown Where Wanted.

There seems to be a tendency to regard the question of dazzling head-lamps as solely one for the motorist, whereas primarily it concerns the convenience and safety of the general public, says a writer in the *Times*. The individual driver is quite happy with the most brilliant head-lamps that ingenuity can devise, and if he were alone on the road there is no reason why he should not be left to enjoy them without interference. But there are other people on the road, both pedestrians and drivers, to whom at the best the glare of his lamps is a nuisance and at most an actual danger, because other drivers moving in the opposite direction, being temporarily blinded, cannot see any objects there may be on the road behind the dazzling lamps.

Dazzle is rather an indefinite term, but it may be described as the effect produced on the eye by looking directly at a brilliant source of light. If a motorist is to drive with safety to the general public, he must have the road illuminated for some distance ahead of him, and, generally speaking, the higher his speed the greater that distance should be. But the illumination at a given point varies, not directly with the distance from the source of light, but inversely as the square of that distance; obviously, therefore, if the illumination is to be reasonably bright a fair distance ahead of a car, the lamps it carries must be bright and consequently dazzling if looked at directly. Any attempt to soften or diffuse the light at its source, as by using ground glass or covering the lamp with tissue paper, must reduce the distance at which a given intensity of illumination is produced, and, apart from the futility of creating light and the stopping or destroying it, must be an unsatisfactory remedy.

If, then, a bright source of light is inevitable, the only way of avoiding its dazzling effects is to arrange it in such a way that pedestrians and drivers shall be unable to look at it directly. The needs of a driver are satisfied if the actual surface of the road is illuminated, and he does not require to see, say, the tops of the trees that border the road. Hence it will be sufficient for his purposes if the lamps of his car made to project a beam with its top edge parallel to the surface of the road, and at a height of, say, 4ft. or 4½ft. above it. Such a beam will not strike directly the eyes of pedestrians (except children) or drivers of other vehicles meeting it, and there fore will not be dazzling—apart from one limiting and not very important case, when a car and a pedestrian are just reaching the crest of a hill from opposite directions.

At first sight it might seem that this result could be readily attained by blocking out the top portion of the glass of the lamp, so as to allow only the lower part of the beam to emerge; but, apart from other imperfections, this method would entail wasting light even more crudely than with the use of tissue paper. If half the light were stopped in this way the lamp would evidently have to be something like double the power to give the same intensity of illumination at a stated distance, and the motorist would be obliged to provide himself with a correspondingly larger electrical equipment.

A more rational plan is to collect as much as possible of the total light of the lamp by optical means and project it where it is wanted, and this is the method adopted in at least one lamp, that devised by Sir Howard Grubb, the scientific adviser to the Commissioners of Irish Lighters. In its latest form, which is much simpler both in design and construction than the earlier model tested by the Royal Automobile Club, a metal cylinder, about 10in long and tapering at its front end to a diameter of 4½ in, is fixed to the lamp in place of the ordinary glass. This cylinder is divided into two compartments by a horizontal metal diaphragm, the upper surface of which is dull and non-reflecting, while the under one is polished and reflecting; and each of these compartments is closed at its front end by a lens, or, rather, by a portion of a lens cut out eccentrically. The greater part of the light is projected from the lower compartment, the rear end of the diaphragm being placed rather above the horizontal diameter of the cylinder. The beam is limited vertically by a stop of slightly concave form placed on the bot-

YAP AND GUAM.

Japan's Grounds of Claim.

The following statement has been issued by the Japanese Foreign Office:—

"The maintenance of peace in the Orient and the safeguarding of commerce and navigation in the Pacific were Japan's purpose in destroying the German fleet and occupying the former German islands.

"In conformity with Allied administrative methods in occupied territories, Japan introduced military administration and established garrisons in the principal islands; but the administration is military only in name, for experienced civilians are performing the actual executive work, without interference from the military and are devoting their efforts toward the development of peace and the welfare of the natives. This has been unanimously recognized by all visitors to the islands.

NEW ADMINISTRATION PROJECTED.

"In accordance with the Supreme Council's resolution of 1919 and the terms of the mandate fixed by the League of Nations Council in December last, Japan is now preparing a suitable administrative organ whose object will be to promote the moral and material happiness, and the social progress of the inhabitants. The military administration will shortly be abolished.

Recent rumours of the construction of fortifications on the islands and of Japanese naval activity there are entirely unfounded; it is very regrettable that newspapers should publish such fabrications.

NO STRATEGIC VALUE.

"There is apparently a tendency to exaggerate the economic and strategic value of the islands, and to attach undue importance to Japan's occupation of them; but their total area is less than that of Rhode Island; economically the islands are scarcely worth mentioning, while strategically they are unimportant because Japan, true to the spirit of mandatory rule, has disavowed all intention to establish military or naval bases or fortifications.

"Yap is one third the area of Guam, its harbour will barely accommodate three small steamers; except for the cable facilities Yap is worthless, barren sand in midocean. It might as well be said that America secured control of the Atlantic through her purchase of the Virgin Islands as that Japan has staked out an area of four million square miles from Kamchatka to the South Pacific through the mandated islands.

MISSIONARIES FREE TO WORK.

"There have been certain changes of administrative posts due to climatic and communication considerations, but rumours of strategic preparations are groundless.

"Foreign firms are actually doing business with the islands and American missionaries are freely working there, despite reports of Japan's interference with or prohibition of such activities, which reports are pure fabrication."

tom of the compartment at the back end; since the lens reverses the rays, this stop makes the top edge of the beam slightly rounded, following the camber of the road. The light from the upper compartment is projected forward and downwards and mingling with that from the lower compartment, reinforces its same distance ahead of the car. A third but less brilliant beam may be seen projected from the lamp and falling on the road just in front of the car.

The illumination in the foreground is rather uneven, and is complicated by the shadow of the electric bulb, but, on the other hand, it is well spread sideways, enabling the driver to see people on the footpaths and to pick out side turnings. To an observer standing in front of the car there is no suspicion of dazzle, and the lamps look much like ordinary oil side-lamps, while he gets no sensation that behind the car there is a wall of impenetrable darkness. He realizes, however, the intensity of the illumination when he turns round and notices the sharpness of the shadows cast by his legs. With electric lamps taking 24 watts, the light is sufficient for driving at moderate speeds; whether in a country where the law imposes a maximum limit of 20 miles an hour, provision should be made for those who want to drive at double that speed or more is another matter.

BALL-ROOM DANCING.

The Modern Trend.

The present era of ball-room dancing may be said to have commenced in the early years of the Twentieth Century. It was not until then that dancers began to cast off the cramping influence left behind by the autocratic Victorian dancing masters and to feel a desire to be able to give some little expression of their own individuality in their movements. The gradual passing of the old valse, in which one mechanically revolved like a teetotum, into the variation, most unfortunately named the Boston, was the first outward evidence of the birth of a new spirit, states a writer in the *London Morning Post*.

Undoubtedly the wonderful dancing on the stage of Mordkin, Nijinski, Pavlova and the other Russians drew the ball-room dancer's attention to the soulless nature of his own dances and helped to crystallise in his particular sphere the spirit of unrest which was even then eating its way through the world. It must always be remembered that the ball-room is a part of the great world and that it is immensely affected by what is going on outside.

The arrival of the one step was an easy matter after this revolt against autocracy and exactly corresponds with the coming of the Bolshevik after the Great War. In the early one step we can trace a whole gamut of Trotskys, Lennins and other revolutionaries, which were known in our drawing-rooms as the Bunny Hug, the Turkey Trot and the Judy Walk.

The exotic tango was then experimented upon as an instrument by means of which the dancer hoped to translate into movement a little of his personality, but this, like every attempt to put a square peg in a round hole, failed. The tango is useless as a satisfying dance except when danced by the Latin races. It utterly fails to interpret the ideas of the Anglo-Saxon.

Then came the War, and the men on fourteen days' leave let themselves go in the newly introduced fox trot.

With the arrival of the Armistice our ball rooms were crowded to overflowing with hundreds of young men who had "picked up" dancing during their periodical brief leaves from the trenches or the training camps. More than ever was licence given to the individual dancer to fashion his dances as the fancy pleased him. Dips, twinkles, other quaint movements abounded, and, though our dancing was always clean, it was decidedly grotesque and selfish.

But, after all, truth must prevail in the end, even if for a time madness stalks abroad, and the more sober dancers began to realise that, although they might cast off the authority of the dancing master, they must not altogether jettison technique.

A meeting of prominent teachers was held in London last year, who, after discussing the situation and realising the dangers of the direction in which dancing was travelling, very wisely did not attempt to dictate, but merely to suggest that a halt should be called, and they left it to the innate good taste of the dancers themselves to steer a midway between the Scylla of autocracy and the Charybdis of grotesqueness.

Since that day dancing in London has improved beyond all expectation. Prelates of the Church may, with justice, thunder against the dancing on the Continent, but in this country to-day not one word can be truthfully uttered against the delicacy of our own dancers.

To-day the essence of good ball-room dancing is rhythm and carriage. The actual steps are few in number and very simple. They are merely the means used to move the body round the room in perfect sympathy with the rhythm of the music, and it is bad form to add decorative detail to these steps. Experience has shown that this sympathy can be obtained in the fox trot, the most popular of the modern rhythms, with the use of at most four different steps or movements. The dancer who uses extraordinary steps is a back number—he is still in the age of Bolshevism, and in the ball-room that age has passed away for ever.

LARGEST STEAMER IN THE WORLD.

The White Star Line announces that it has purchased the ex-German steamer *Bismarck* from

LANE, CRAWFORD & Co.

For Dainty Jumpers and Blouses of Exclusive Design.



We are showing New Jumpers and Sports

Coats made in artistic Colours, of rich quality silks. We invite inspection.

LANE, CRAWFORD & CO.

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Pure CARBOLIC SOAP

SUPPLIED IN THREE STRENGTHS

5 per cent FOR TOILET USE
10 per cent FOR THE BATH
20 per cent MEDICAL BATH SOAP

ANTISEPTIC DOG SOAP.

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THE HONGKONG DISPENSARY.

TELEPHONE 16.

SUMMER DRESS MATERIAL



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THE LATEST IN VOILES

PLAIN & FANCY

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EMBROIDERED GOODS, ETC. ETC.

COMPETITIVE PRICES.

WHITEAWAY LAIDLAW & CO. LTD.

HONGKONG.

the Reparation Committee for employment in the company's mail and passenger service between Southampton, Cherbourg, and New York. The *Bismarck*, which was in course of construction at the outbreak of war in 1914, registers 56,000 tons gross, and is thus the largest steamer in the world.

TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Al ke.	Prices.	
		Tyres.	Tubes.
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk Clincher	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Pain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4 1/2	Dunlop (S.S.)	95.00	15.50
35 x 4 1/2	Dunlop (Clincher)	95.00	16.00
35 x 4 1/2	U.S. Chan (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux Clincher	75.00	14.00
880 x 120	Sioux Clincher	105.00	17.50

THE DRAGON MOTOR CAR CO24, Des Vaux Road, Central.
Tel. 482 & 3552. Tel. 482 & 3552.**HONGKONG CRICKET CLUB.**

NOTICE is hereby given that an Extraordinary General Meeting of Members will be held in the Pavilion of the Club on Thursday the 14th of April 1921 at 5.30 p.m. for the purpose of submitting the following resolutions.

1. That the present Hongkong Cricket Club be wound up, and the committee be authorised to take all necessary steps for that purpose.

2. That the committee be authorised to register a Company Limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the meeting.

3. That the committee be authorised to assign and hand over to the new Company, when registered, all the assets of the Club.

Should the proposed resolutions be passed at this meeting a subsequent confirmatory meeting will be called.

Copies of the proposed Memorandum and Articles of Association may be seen by members at the Pavilion.

By order of the Committee
L. S. GREENHILL.Hon. Secretary.
Hongkong, 6th April, 1921.**THEATRE HONGKONG ROYAL.****MAURICE E. BANDMAN**

Presents

THE BANDMAN OPERA CO., 1921**TO-NIGHT****"THE NEW SHOP GIRL"**
From the Gaiety Theatre, London

The Management much regret to announce that owing to unforeseen circumstances, the Company will be unable to present "AFGAR" on Monday, 11th April, but will do so on their return to Hongkong.

Monday, 11th, Farewell Night of the Company

A GRAND POT POURRI

consisting of

THE GEMS OF THE REPERTOIRE

by the full strength of the Company.

Seats already booked for "AFGAR" will hold good for the Pot Pourri or money will be refunded on application before Noon on Monday, April 11th.

Prices: \$4, \$2 and \$1.

Overture at 9.15 p.m. prompt.

Booking at MOUTRIE'S.

HONGKONG BOXING ASSOCIATION.

LAST TOURNAMENT of the SEASON

Saturday 16th April,

at

THE MING YUEN GARDENS at 9 p.m.

MAIN EVENT:—

15 Round Contest for the Heavy Weight Championship of the Colony and the Hongkong Exchange Brokers Association Belt.

Pte. WILKINS, R.M.L.I. v. A. B. EVANS, H.M.S. HAWKINS
(heavyweight champion of the China Squadron 1920) (Challenger)

Also five six round contests.

Special Trains will be run.

Booking at Moutrie's. WEDNESDAY April 13th, Members (on production Current Membership Cards) THURSDAY 14th to SATURDAY 16th General Public.

Prices \$5 and \$3 reserved and \$1. unreserved, which can also be bought at Moutrie's on above dates.

G. R. G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 11th day of April, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in	Area	Post Price
Locality	N. S. E. W.	Acres	Sq. Feet	
1. Kowloon Island Lot No. 1414				
2. East of Kowloon Island Lot No. 1415				
3. As per scale plan.				
		9.450	100	570

REPULSE BAY HOTEL.**CABARET DINNER DANCE.**

TO-NIGHT 9TH APRIL.

SIGNOR ANTONIO MOLINARI

The Milanese Tenor

Assisted by

SIGNORA MOLINARI

Soprano

GEMS FROM POPULAR MASTER-PIECES SUNG IN ITALIAN

AND ENGLISH

SUNDAY AFTERNOON

SEMI-SACRED CONCERT.

HONGKONG TRAMWAY CO., LTD.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that the Ordinary General Meeting of the Hongkong Tramway Company Limited will be held at the Offices of Messrs. Jardine Matheson & Company Limited, Pedder Street, Hongkong, on Wednesday, the 13th day of April 1921, at 12 o'clock noon, to transact the ordinary business of the Company.

By Order of the Board,

W. E. ROBERTS,

Secretary.

Hongkong, 4th February, 1921.

NEW ADVERTISEMENTS.**KOWLOON BOWLING GREEN CLUB.**

The Annual General Meeting will be held in the Club House on Monday, 11th inst., at 5.45 p.m.

BUSINESS:

1. Report and Statement of accounts for year ended 31st December, 1920.

2. Election of office bearers.

3. Club Business Generally.

J. N. R. ALLAN,

Hon. Secretary.

NO INCREASE IN PRICES

The Anglo-Egyptian Store, in the Hongkong Hotel Building, begs to inform the public that its prices will not be increased throughout the present month, owing to large stocks in hand.

NOTICE.**HONGKONG DOG, CAT, POULTRY & PIGEON SHOW.**

A Meeting of those interested in the above will be held in the Board Room of Messrs. Jardine, Matheson & Co's office on Monday next 11th inst., at 5.30 p.m. to elect a working Committee for the Show and any other business.

B. L. FROST,

Hon. Secretary.

ROYAL ARTILLERY ATHLETIC SPORTS.

The Royal Artillery are holding their Annual Regimental Sports on Thursday, 14th April 1921 at the United Services Recreation Club Ground, Kowloon, commencing 2 p.m. Lieut. Colonel W. Loring, C. M. G., D. S. O., and Officers, Royal Artillery, will be "At Home" and hope their friends will accept this as an invitation.

NOTICE.

The General Officer Commanding hopes that all Britons who served in the War, and who are now in Civil life in Hongkong, will meet in his office at VICTORIA BARRACKS at 5.30 p.m. on Friday, 15th April, 1921, to consider a matter of common interest.

NOTICE.

We beg to notify the Public that the co-operate name of this firm is changed from "The Ault and Wiborg Co." to "The Ault and Wiborg China Co."

Signed by J. B. HAWLEY,
Secretary.**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 11th April 1921,

commencing at 11 a.m.

at Holt's Wharf, Kowloon

1278 bundles C. A. Black

Sheets

6' x 3' x threes

6' x 3' x fours

6' x 3' x fives

6' x 3' x sixes

On view Now.

Terms: Cash on delivery

LAMMERT BROS.

Auctioneers.

FOR SALE.**MILNER'S SAFES**

APPLY TO

LAMMERT BROS.

Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—3½ Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at

GUN CLUB HILL BARRACKS

KOWLOON.

Apply to the undersigned.

LAMMERT BROS.

WANTED.

WANTED.—Experienced Senior Office Assistant (British) for Engineering and Machinery Department, must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above mentioned qualifications need not apply. Address applications to Box No 530 c/o "Hongkong Telegraph."

WANTED.—Position as valet or boy to any Gentleman or lady travelling to America or Europe. Apply Box No. 535 c/o "Hongkong Telegraph."

WANTED.—Instruction in Pinyin's Shorthand, preferably by class, or privately, for a young girl; not a beginner. An indication of terms and times is required. Apply Box 536 c/o "Hongkong Telegraph."

WANTED.—Young Man desires Position as Assistant Book-keeper, or General Office Assistant. Ten years experience of Exports and Imports. All references. No objection to out-ports.—Apply Box 538 c/o "Hongkong Telegraph."

WANTED.—Position as valet or boy to any European Gentleman or Lady travelling to Europe. Please Apply. Robert c/o No. 15, Queen's Road Central, Hongkong.

WANTED.—Young Man desires position (outdoor preferred) sober and willing to work. Out-ports no objections. Best References. Apply Box 540 c/o "Hongkong Telegraph."

WANTED.—Grand Piano, any good make and in any condition. Apply Box No. 541 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Beautifully situated, in the residential area of Tai-po, 5 roomed house with every modern convenience. Apply, District Officer, Tai-po.

TO LET.—In country Bungalow, within easy reach of town, comfortable accommodation for two paying guests. Apply Box 539 c/o "Hongkong Telegraph."

TO LET.—One Commodious Shop in very central locality, most suitable for European stores, etc. Possession 1st May next. Apply Box No. 534 c/o "Hongkong Telegraph."

TO LET.—FLATS in Tavri Building, Nathan Road, Kowloon. Apply to J. P. Van-unia, 38 Wyndham Street, 1st Floor.

TO LET.—Commodious office in Alexandra Buildings, immediate possession. Apply to Linstead & Davis. Alex. Buildings.

LOST.

LOST.—White and Liver coloured pointer dog answering to the name of "Leo". Suitable reward will be given if returned to S. Berg, 12 Conduit Road, or c/o Messrs. Thorsen & Co.

FOR SALE.

FOR SALE.—One 5-seater OVERLAND Motor Car Model 90 (1920) driven about 2,000 miles, complete with all accessories including spare-wheel. Recently overhauled and refitted with 5 new tyres, guaranteed in perfect running order. Owner leaving the Colony, will accept any reasonable offer. Reply Post Office Box 274.

FOR SALE.—One Ace motor-cycle. In excellent running-order. Has run only 300 miles. Apply Box 537 c/o "Hongkong Telegraph."

—Don't like Serials, eh?
No more did we—till we saw
"PIRATE GOLD"
and then we knew that we should have to break through our rule of
NO SERIALS AT THE CORONET
First, "Pirate Gold" is only 10 episodes: so that if, against all our anticipations, interest should begin to flag, we can finish it off in one programme, any time after the second instalment.
Secondly, "Pirate Gold" is a comedy serial; the producer having put more gentle "leg-pulling" into the first two episodes than we ever saw in a six reel comedy.
Thirdly, "Pirate Gold" is directed, staged and cast as well as any special production we can call to mind.
Fourthly, "Pirate Gold" with its school boy story, its breathless 'scapes, its parodying of other serial pictures and its mystifying suspense, is a distinct change and, "Variety is the Soul of the Cinema."

Episodes One and Two

of

"PIRATE GOLD"

will be shown in conjunction with

HAROLD LLOYD'S

Sixth \$100,000 Comedy

"HIS ROYAL SLYNESS"

FOR ONE WEEK, COMMENCING

MONDAY, April 12th

at

THE CORONET**VALSPAR BRONZE BOTTOM PAINT**

A PERFECT ANTI-FOULING COMPOUND.

SPECIALLY SUITABLE FOR YACHTS AND WOOD CRAFT.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"ATREUS" 15th Apr. London, Amsterdam & Antwerp
"ELPENOR" 26th Apr. London, Rotterdam & Hamburg
"PYRRHUS" 3rd May London, Amsterdam & Antwerp
"DEMODOCUS" 22nd May London, Amsterdam & Antwerp
"AGAPENOR" 31st May London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"AJAX" 19th Apr. Genoa, M'Isles, L'pool & G'gow
"ANTILIOCHUS" 7th May Genoa, M'Isles, L'pool & G'gow
"TYDEUS" 17th May Havre, Liverpool & Glasgow
"EURYADES" 14th June Genoa, M'Isles, L'pool & G'gow

PACIFIC SERVICE

(via Kobe and Yokohama)
"PROTESILAUS" 4th May Victoria, Seattle & Vancouver
"TEUCER" 25th May
"TALTHYBIUS" 15th June

NEW YORK SERVICE

(via Suez or Panama)
"KNIGHT COMPANION" 13th May via Suez

HOMEWARD PASSENGER SERVICE

"IDOMENEUS" 21st April for Liverpool
"PYRRHUS" 3rd May for London
"ANTILIOCHUS" 21st June for London
"TEUCER" 7th July for London

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Call Flag "L."

Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.633.
Secretary ... K.369.
Harbour Engineers, K.604 &
K.622.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS,
From LEITH, MIDDLESBRO,
LONDON and STRAITS.

The Steamship
"BENLEDI"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be
obtained.

No Claims will be admitted
after the Goods have left the Go-
downs, and all Goods remaining
undelivered after the 13th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 20th
April, or they will not be
recognised.

All broken, chafed and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 13th inst. at
10 a.m.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON
& CO. LTD.
Agents.

Hongkong, 6th April, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From HAMBURG, ANTWERP
via SINGAPORE

The Company's Steamship

"ANDES MARU"
having arrived from the above
ports, Consignees of Cargo
are hereby notified that their
goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.

Goods not cleared by the 8th
inst., will be subject to rent.

Damaged packages must be
left in the Godowns for exami-
nation by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within Ten days of
the steamer's arrival here, after
which date they cannot be re-
cognised. No claim will be ad-
mitted after the goods have left
the Godowns.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

OSAKA SHOSHEN KAISHA,

Y. YASUDA.

Manager.

Hongkong, 2nd April, 1921.

MURDER BY HYPNOTISM?

Strange Theory of Castle Crime.

[Is it possible for a little girl to
be hypnotised and in that condi-
tion carry out a command to
commit murder and suicide?

That is the extraordinary
theory advanced to account for
the crime in the Castle
Klempsdorf, where millionaire
was shot dead.

An aged grandmother inherits
the money, but it is alleged
that the plotters had arranged
for her death by means of
poisoned brandy.]

The theory of hypnotic sug-
gestion is advanced as a solution
of the mystery of Castle Klemp-
sdorf, the feudal mansion at the
foot of the so-called "Giant
Mountains" of Silesia.

The principal figures in this
terrible drama are—

Dorothy Rohrbach, the young
and beautiful millionaire pro-
prietress of the castle and
neighbouring estates, who was
found lying dead in her dining
room with bullet wounds in the
head and chest.

Ursula Schade, her twelve-
years-old cousin, who died from
a shot in the head without
recovering consciousness, and
in whose dress pocket was a
letter saying she was going to
kill her cousin and then shoot
herself.

Peter Grupe, an architect,
stepfather of Ursula, and uncle
by marriage of Dorothy, arrested
on suspicion of murder or
complicity.

RICH, BUT BROKEN-HEARTED.
Another and pathetic figure is
the old grandmother of both the
dead girls, who, as the nearest
blood relation of the heiress,
suddenly becomes enormously
wealthy, but is broken-hearted.

Whilst convinced that Dorothy
Rohrbach and her little cousin
were victims of a plot for gaining
possession of the estates and
fortune, the authorities lack
direct evidence.

Grupe, who was also a guest
at the castle, asserts his inno-
cence and is perfectly cool,
whilst the police are further
baffled by the fact that an
examination of the bodies and
the nature of the wounds leads
them to believe that the fatal
shots were actually fired by the
twelve-years-old girl.

MENTAL TELEPATHY.

Convinced, all the same, of the
guilt of the architect, they sub-
mit the following explanation of
the crime.

It has been generally known
that Grupe was very interested
in mental telepathy and hypno-
tism, and had experimented on
relatives.

They suggest that he hypnotised
Ursula into first writing the
letter, and then killing her cousin
and shooting herself.

Found in the room was a re-
volver, in which were several
cartridges which had been dis-
charged. Unhesitatingly Grupe
admitted that this was his pro-
perty, and coolly said he had fired
with it two shots at sparrows in
the park, and unwittingly left it
lying on the table.

Ursula, he said, must have
picked it up, accidentally killed
Dorothy, and then, frightened,
had written the letter and shot
herself.

The grandmother would, in any
event, remain an obstacle to
Grupe inheriting the property
but the police believe they have
evidence also of a plot to murder
her.

POISONED COGNAC.

In the cupboard they found a
flask of cognac. The contents
were untouched.

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among themselves her enormous
property.

The really puzzling question
therefore for the authorities is:
Who fired the fatal shots? The
theory that Grupe exercised
hypnotic influence is being ex-
amined and tested by prominent
psychologists and other experts
whom the police have called in.

TELEPHONE QUESTION.

By a large majority the City
of London Corporation decided
against sending the Sheriffs to
the House of Commons with a
petition requesting the appoint-
ment of a Royal Commission to
inquire into the internal adminis-
tration and organisation of the
Telephone Department.

DIABOLICAL PLOT.

Correspondence seized by the
police is said to incriminate both
these persons with Grupe in a
diabolically ingenious plot for
murdering Dorothy Rohrbach, her
cousin and her grandmother, and
thus obtaining and dividing

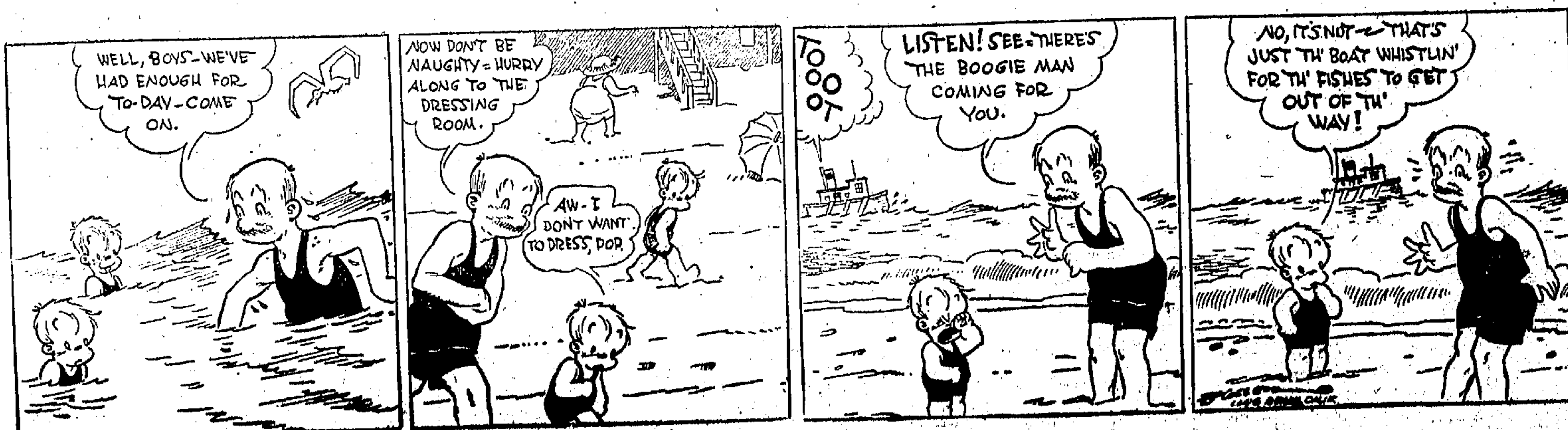
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Sharncliffe, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 9, 1921.

WHO RULES?

Members of the Old Parliament in Canton have declared the so-called Military Government there to be the rightful Government of China, and have elected Dr. Sun Yat-sen as President of the Republic, by an overwhelming majority. As we view the matter, the only value of this development is to show that the Southern recalcitrants do not intend to effect a reconciliation with the North. As a piece of practical politics it cannot at the present time have any real significance or serve any useful end. Dr. Sun and his followers must know that they cannot enforce their authority over the North, any more than the North is able to control the South. So in appointing Sun Yat-sen to be President of the whole country, these Parliamentarians have only given him an empty, high-sounding title. The situation to-day is that there are two men claiming to be President of China and two Governments asserting their right to function. Admittedly, neither Government controls the whole Republic, but the one established in Peking is the recognised administration, whilst the other is not. Presumably, the newly-declared Government will now seek recognition, but it will have to show that it has a greater following than the one in Peking if it hopes to succeed.

Supposing we were to grant, for the sake of argument, that the Southerners are strictly correct when they claim that the Parliament in Canton is the only rightful legislative body? And supposing we were to concede that they are entitled to form a Government and choose a President? We do not necessarily support these claims, but, even if we did, is there any hope at the moment of the South's being able to enforce its opinions to the point of taking over the government of the country? An invasion of the North, with a view to ousting the alleged usurpers, is obviously quite out of the question. Then how do the new Government and the new President expect to enforce authority? As we say, the real meaning of this fresh development is that it is a blunt intimation that the South will not reunite with the North. If that is the light in which Dr. Sun and company view the situation, would they not be better advised to attempt the creation of a separate Southern Republic and in due course seek foreign recognition of it? If they won't bow to the North, and the North won't bow the knee to them, what else is there left for it?

There is one factor in the situation that cannot be overlooked, namely, that the South is less united now than it was when it first joined issue with the North. Kwangsi is no longer on speaking terms with Kwangtung, and it is doubtful if even the rest of the Southern Provinces would acquiesce in Canton rule. Then there is the point as to whether Dr. Sun himself can claim any solid backing. Recent reports have spoken of Chan King-ming as being far more popular than Sun, although latterly even he has lost the goodwill of some of his erstwhile supporters. The plain fact seems to us to be that, politically, China (North and South as well) is still in a state of dire confusion, and we don't know that this latest development in Canton will help to straighten matters out.

NOTES & COMMENTS.

The House Tax.

In connection with the increases in the Assessed Taxes which the Legislative Council sanctioned at its meeting on Thursday we have never quite understood why it is that the tax on property in this Colony has been called "Assessed." True, we have a Government Assessor and a staff, whose duty it is to see that the proper tax is levied and collected, but we have yet to learn that the Assessor does any assessing in the case of buildings which are owned by one party and rented out to another. There has to be an assessment in the case of property owner-occupied, but the bulk of the property in this Colony—both commercial and residential—is rented at what ever figure the landlords care to charge. And that figure (not an independently assessed figure) is the one on which the old tax was and the new tax will now be payable. In the Old Country there is a distinction between the rental value of property and the rateable value; the latter named figure being that independently decided on by an impartial official, purely for taxation purposes. The result is that a tenant has some idea as to what he should be charged as compared with what he actually is charged. And a still further result is that the revenue of the district is not made dependent on the generosity or rascality of landlords. In this Colony it very largely is. If a landlord puts up the rent of his houses, then the Colony gets more revenue. The helpless tenant bears the double burden. We have in mind a case in Kowloon which came to our notice recently. The landlord raised the rent and the tenant had to stomp up more to the Assessment Office in consequence. Why cannot we have an independent valuation made of all property in the Colony for taxation purposes? It is the only fair way of doing things, after all. The present system means that it pays the Government to let rents go up. It might not desire high rents (our present Governor once spoke of a Fair Rents Board) but the fact remains that it pays not to interfere.

Pure "Sarc."

The P. and O. Co. has declared a dividend at the rate of 12 per cent. in respect of the past financial half-year, which impels a correspondent in a contemporary to a little pleasantry. For some time past we have heard that freights are continuing to fall, and in these latter days, what with increased tonnage and inefficient trade, there has not been sufficient cargo to go round even at enormously-reduced rates. Besides this, and in spite of a tremendous inflation in fares, it has been stated that passengers are being carried at a loss. Seeing that under these conditions the Company is able to pay a dividend of 12 per cent., how happy will be the shareholders' lot, remarks the correspondent, when freight has recovered its tone and fares have been further advanced so as to bring them to a lucrative level! The position has a paradoxical look. As helping to explain, it may be observed that during the earlier portion of the period the lump in freights was less acute than just now. With regard to passengers, we have not the P. and O. report at hand at the moment, but if we recollect rightly, it did not suggest that passenger traffic in general was unprofitable. Hugely as fares have risen, it is not altogether astonishing to hear of a certain run showing a loss, considering the prodigious increase in wages, fuel, and other running costs. The over-all passenger traffic must surely be remunerative, though. A suggestion that the correspondent was anything else than jocose in his premonition of still higher fares would give one the shivers.

The Swiss Marine.

When things were particularly dolorous during what seemed interminable days in the trenches, a facetious Tommy here and there would offer his comrades consolation by predicting that "the war will soon be over when the Swiss Navy joins in." (There were some unsophisticated warriors who did not penetrate this scintillating wit until it had been explained to them.) While Switzerland has no Navy, it appears that she has the germs of a Mercantile Marine (presumably on the inland waterways), and the decision of the Canadian Government to Merchant Marine to have a house flag showing a white cross on a circled by a ring, on a red back-

DAY BY DAY.

WHEN A MAN IS GENEROUS TO A FAULT IT IS USUALLY TO ONE OF HIS OWN FAULTS.

The name of Mr. S. H. Ross, A.C.A., has been added to the list of qualified auditors under the Companies Ordinance.

The *Gazette* announces that the Hon. Mr. C. Severn, C.M.G., L.L.D., has assumed the Administration of the Government.

The Russian Opera Company, owing to the Theatre Royal being engaged by other companies for the season, left by the Yuensang for Manila yesterday.

His Excellency the Governor has appointed Mr. Thomas William Ainsworth to be Secretary to the Industrial Employment of Children Commission.

No nomination for the vacancy having been received, H. E. the Governor has appointed Mr. A. O. Lang to act as a Member of the Licensing Board during the absence from the Colony of Mr. Mowbray Stafford Northcote.

As the ship by which he is travelling has been delayed, Mr. J. M. Hickson hopes to arrive on 16th, and the Mission of Healing he will conduct at St. John's Cathedral will take place during the following week, and not next week, as previously arranged.

A Chinese workman was yesterday removed to the Government Civil Hospital from the Amakusa Maru, where he sustained a serious accident by falling into a hold. He received injuries on the head and back and was in an unconscious condition when removed from the steamer.

An indication of the corporate feeling which typifies all French communities outside of the home-land, was afforded in a funeral which took place yesterday at the Happy Valley when the remains of an Annamite, named Tran Van Huy, a native of Bac-Ninh in Tonquin, were interred to their last rest in the Catholic Cemetery in the presence of practically every member of the Annamite community of Hongkong. The deceased arrived here recently in connection with business, and, taking ill, he was admitted to the French Hospital where he passed away yesterday. Amongst the many floral tributes were one from the Societe de Secours Mutuel des Annamites de Hongkong, an institution which had for its president the French Consul General, and others from French gentlemen. Thanks are expressed by the relatives of the deceased to Monsieur Reau, the Consul General, and to Mr. Rougni, attaché de l'Indo-Chine, who sent personal wreaths and to those who attended the funeral.

HONGKONG THEATRE.

Sylvia Breamer and Robert Gordon appear at the Hongkong Theatre to-day and Monday in their second Blackton production for distribution by Pathe. It is "Dawn," a photo-dramatization of the novel of the same name by Eleanor H. Porter, author of "Pollyanna," "The Road to Understanding," "Oh, Money, Money!" "The Tangled Threads," and many others.

Like "Pollyanna," "Dawn" is an optimistic story, wherein a boy who loses his sight is taught to see with his fingers and with his soul, and to live life with the same keen zest and eagerness as others. The cast is a large and capable one, including Harry Davenport, Flora Finch, James Furey, Fanny Rice, Gus Alexander, Eddie Dunn, Gladys Valerie and Margaret Barry.

SHIPPING NOTES.

(By "Neptune.")

Both Docks are busy at present with ship construction. The Kowloon Docks are engaged with four standard vessels, and have made considerable progress with two of them. Spanish interests are attempting to buy the old P. and O. vessel Oriental for carrying emigrants. She is now laid up. This transaction is not likely to be effected as the party expects to pay for the cost by the first voyage.

Freights are improving. There is more demand for tonnage and the supply is less. The Saigon rate has gone up to 35 cents per picul. Big Japanese vessels have been fixed for Saigon-Hongkong at 26 cents. Big boats always command five cents less per picul, while for Japanese vessels there is a further discount of five cents. The rice market is slightly easier. Canton has ceased purchasing, partly owing to the recent increase in price and partly owing to the increased discount on subsidiary coinage, but it is expected that Canton will come into the market again when rates drop. Bangkok wants tonnage at 45 cents per picul. Ten big Japanese vessels have been fixed on time-charter at three-and-a-half yen per ton for world trading.

I have it on the best authority that Moller and Company has decided to pay the Arbitration scale of wages in the Lindsey Moller. This is good news, for it looks like a brightening of the freight market; better still, it discounts the likelihood of wages trouble in the near future. Business is business, but business without profit is good for neither employer nor employed and any indication of an amicable arrangement between them is especially welcome in these disturbed times. It cannot be gainsaid that many of the veteran ships we have on this coast take a lot of nursing and looking after in order to keep the dock bills within reasonable limits, so that it seems only fair that the men who worry them through bad weather and fine should receive reasonable consideration for the uphill fight they have to wage.

The shipping depression has caused the cancellation of many shipbuilding orders. In fact, at present it is much cheaper to buy than to build ships, and it is not easy to make shipping pay. The transfer of a large block of existing ex-enemy tonnage to private ownership may have led to the cancellation of building orders in some cases, but is not the main and only cause of cancellations. Low freights discipline the shipowner to place orders for new tonnage for which he can see no chance of profitable employment. Construction costs will have to be materially reduced if anything like active conditions are to be maintained. The workers want higher wages. Shipowners, in face of the fact that freights are falling and of the high costs of construction, must have vessels built for less money.

Underwriters at Home are now seriously considering as to whether they should continue or discontinue the underwriting of theft and pilferage risks in view of the fact that there are no signs of any diminution in the number of theft and pilferage claims. A good deal has been said and written in these columns in connection with the theft and pilferage evil. The seventy-five per cent. agreement has not proved of great advantage, as it has been found that shippers, to get round the 75 per cent. theft agreement, have been adding a bigger percentage to their invoice values. The matter must have by this time been brought to the notice of the Hongkong General Chamber of Commerce.

There are, it is contended, two main courses for underwriters to adopt. One is the alteration of the 75 per cent. agreement. The difficulty so far has been that shippers have insured at least 53 per cent. above invoice values in order to obtain full benefit in the event of a theft claim. The remedy in this case might be by making it impossible for the shipper to insure the risk of theft and pilferage or a valuation increased by a percentage. He should only be allowed to invoice the cost of the goods plus freight, insurance and charges. Under the circumstances the shipper will be compelled to shoulder the twenty-five per cent.

1896.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week-ending April 16th., 1896.)

THE DOLLAR.

April 10th.—The rate of the Dollar, on demand, to-day is 2s. 2-3/4d.

THE ODD VOLUMES SOCIETY.

April 10th.—The third of the series of very interesting lectures arranged by the Odd Volumes Society was delivered in the Society's rooms, Bank Buildings, this morning, by Mr. W. E. Crew, Government Analyst. Mr. H. E. Pollock occupied the chair, and there were present a large number of members and their friends, who all became more deeply interested in the subject as the lecturer proceeded.

A. C. R. CHAMPION.

April 11th.—Mr. Whitehead's reply to the address presented to him on his return to the Colony is long and a little diffuse, and travels a little out of the direct road to censure the Government on the one hand and to praise the Sanitary Board on the other. Nevertheless it is a very valuable paper and we hope that the Honourable gentleman will have it, and the address to which it is a reply, republished in some permanent form, and will give it a wider publication than it can possibly obtain through the columns of the local press. When in England Mr. Whitehead gave up a very considerable portion of his time to pressing on the attention of Secretaries and Under-Secretaries of State, on members of Parliament and the general public the rightful claims of the residents of Hongkong to a management of their own affairs.

CENSUS OF JAPANESE ABROAD.

The Census of Japanese abroad which was carried out simultaneously with the census in Japan last year, shows that the total Japanese abroad are 648,915 and the total number of Japanese people abroad and in Japan, namely, the Japanese all over the world is over 77,654,000 persons.

risk. Another suggestion is that of increasing the rates for theft and pilferage, and, if possible the issuing of a separate policy to cover those risks with certain warranties in regard to docking and survey. It may be possible to introduce a survey system in cases of theft and pilferage within a fixed period from the time the goods arrive at a destination.

GOVERNMENT CHANGES.

Mr. Wolfe as Colonial Secretary.

His Excellency the Governor has appointed Mr. Thomas Henry King to be a Deputy Superintendent of Police.

His Excellency the Officer Administering the Government has appointed Mr. E. D. C. Wolfe to act as Colonial Secretary.

His Excellency the Officer Administering the Government has appointed Lieutenant Norman Leslie Hammond, R.E., to be his Aide-de-Camp.

His Excellency the Officer Administering the Government has appointed Mr. R. A. C. North to act as his Private Secretary, in addition to his other duties.

His Excellency the Officer Administering the Government has appointed Mr. Thomas Henry King, Deputy Superintendent of Police, to act as Captain Superintendent of Police; Mr. Cecil Graham Perdue, Assistant Superintendent, to act as Deputy Superintendent of Police; and Mr. James Kerr, Chief Inspector, to act as an Assistant Superintendent of Police.

PASSPORTS.

The *Gazette* contains the following notification:—

British Passports issued on or after January 1st, 1921, unless otherwise endorsed are valid for travelling anywhere within the British Empire but do not exempt holders from compliance with the immigration regulations in force in the various countries of the Empire.

Valid passports issued before the 1st January, 1921, may be endorsed free of charge so as to make them valid for the Empire. Application for such endorsement should be made to the Colonial Secretary.

These regulations do not include Egypt, for which country a specific endorsement will still be required.

BANDMAN SEASON.

There was another big attendance at the Theatre Royal last night, when the Bandman Opera Company staged "Going Up," which provided a medium for numberless pretty dances, effective songs and abundant humour. The members of the Company were one and all good, and every body present had a happy time.

To-night the Company will put on "The New Shop Girl," whilst the season ends on Monday with a grand pot pourri of the Company's best items.

Between Ourselves

By Robt. MacWhirter.



MR. A. McSCOGGIN.

It is always interesting to learn what are the hobbies, pastimes, secret history and views of successful men. There are lots of folks in Hongkong, who simply because they do not sink money in a subscription to the O.R.A. are thereby denied the publicity which the payment of a modest couple of dollars would naturally ensure. We like to read of the solicitor who breeds guinea-pigs and the broker who embroilers nighties for his wife, the parson who attends regular at Bandman's, the bank assistant who goes in for tinkles a harp. But we never hear of them unless they die or win a half-share in the Champions Swee-p. From time to time I hope to interview these modest violet in our midst, and who knows when electioneering becomes a popular pastime in Hongkong, these little talks may help

to focus public opinion on responsible citizens who perhaps would not be averse to stand as representatives of the people.

To-day, meet Mr. Andrew McScoggin, head of the well-known firm of McScoggin Bros., Whitebait Manufacturers and Handwriting Experts.

Born the last Tuesday in June, 1875, Mr. McScoggin's motto from infancy has been "Be Happy, though hairless." In religion, he is Nonsectarian, his baptism not having taken in early youth.

In reply to a question regarding his non-existent score, Andrea said that hair is not essential in order to make a man either happy or handsome. He also stated that he had spent the past 15 years and nearly 18/- in money to convince the public that there is a special beauty in being bald.

McScoggin has travelled a good deal. It appears he was the first Scotsman ever to attend a joint session of the Russian Samovar.

At one time he narrowly escaped death in Hungary while being attacked by an infuriated Hungarian goulash.

With his back to the Great Wall of China he fought off a herd of 13 hungry Chinese pagodas, while in the wilds of Kurdistan he escaped starvation only by eating the few ripe abacus which he found growing here and there.

Asked as to his views on local politics, Mr. McScoggin stated that he had no objection to standing as a member for anywhere so long as he wasn't expected to stand too long. It appears that he suffers from fallen instep on his mother's side.

Mr. McScoggin, in conclusion, said that he saw no reason why the Governor should not take a business trip up North, always provided, of course, Mr. Pollock raises no objection.

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ST. PAUL'S COLLEGE.

The Annual Sports.

Students of St. Paul's Boys' College, together with many others, assembled in large numbers on the track yesterday on the occasion of the annual athletic sports. The weather was favourable, and the meeting was in every way a success, thanks to splendid arrangements made by the Headmaster (Rev. A. D. Stewart) and the Hon. Secretaries, Mr. S. S. Leung and W. Y. Wei.

The prizes were presented at the conclusion of the sports by Mrs. N. L. Smith, who was afterwards presented with a beautiful bouquet.

Loud cheers brought the proceedings to an end.

The following are the results:

Long Jump (Senior): 1, Leung Lan Fan; 2, Kwok Shu; 3, Li Tong Wai.

100 Yards (Junior): 1, Tam Fong; 2, Ng Chee Hing; 3, Li Shu Kan.

100 Yards (Small Boys): 1, Ip Kam Moon; 2, Pun Hok Hoi; 3, Chan Kung Chiu.

100 Yards (Senior): 1, Shek Wing Kwan; 2, U Wing Chuan; 3, Lam Yuk Ying.

100 Yards (Branch School): 1, Leung Wing In; 2, Lung Shi Fai; 3, Li Ting Kwai.

High Jump (Junior): 1, Yung Nai Cheong; 2, F. Shu Kan; 3, Ng Chi Hing.

High Jump (Senior): 1, Lun Yuk Ying; 2, Chan Kam Cheung; 3, Kwok Shu; 4, Li Man Ki.

200 Yards (Junior): Tam Fong; 2, Ng Chi Hing; 3, Li Shu Kan.

1/4 Mile (Senior): 1, Shek Wing Kwan; 2, Tam Chuen Foo; 3, Lam Yuk Ying.

1/4 Mile (Junior): 1, Tam Fong; 2, Ng Chi Hing; 3, U Man Kit.

200 Yards Race (Old Boys): 1, Chiu Kong-yun; 2, Ko Yau-cheong; 3, Li Kai-tsun.

800 Yards Race (Small Boys): 1, Ip Kam Moon; 2, Pun Hok Hoi; 3, Lam On Kwok.

Hurdles 120 Yards (Senior): 1, Lam Yuk Ying; 2, Shek Wing Kwan; 3, Lung Lan Fan.

Hurdles 120 Yards (Junior): 1, Ng Chi Hing; 2, Yung Nai Cheong; 3, Li Shu Kan.

Staff Race: 1, Mr. Wong Shiu In; 2, Mr. Fok Wing Ching; 3, Mr. John Mafford; 4, Mr. Fok Mai Hang.

MISS JEANNETTE SHERWIN.

A Versatile Artiste.

Miss Jeannette Sherwin, of the H. B. Waring Co., though young is yet great. To begin with, she is the daughter of Madame Amy Sherwin, the great soprano, and has inherited a musical speaking voice. As a pupil of Rosina Filippi, we find her at sixteen, just before the war, taking the part of "Hecuba" in Gilbert Murray's "Trojan Women." Miss Sherwin has played many parts and has proved herself a very versatile actress. It was at the Aldwych Theatre, London, that she played "Rosalie" in "Sacred and Profane Love."

There followed a year in South Africa, playing the lead in Williamson's Comedy, and starring in "Peg of My Heart." As Mrs. D'Aquila, in "The Whip," Miss Sherwin gained distinct honour. Another star part was Eugene de Carlaix in "The Night Watch," under the direction of Lewis Waller at the Oxford Theatre, London. In this she scored a very big success. The leading part of a French adventure in "It Pays To Advertise" is another of her South African successes. Added to these and a long list of other leading roles there is Miss Sherwin's Shakespearian work with which India has for the past year had so many opportunities of being charmed. Ambition and natural gifts are bound to carry Miss Sherwin a long way further on her already most successful road.

Pres. Students v. Past Students (Challenge Race): 1, Present Boys.

One Mile Bicycle Race: 1, Yeung Wing Pui; 2, Stephen King; 3, Wong Cheung Kang.

1/4 Mile (Senior): 1, Fok Pak Woon; 2, Tam Chuen Fui; 3, Shek Wing Kwan.

Invitation Team Race: 1, St. Joseph's College.

Consolation Race (Senior): 1, Kwok Fung Ki; 2, Lai Yuk Tat.

Consolation Race (Junior): 1, Kwan Lun Chung; 2, Chan Wai Kwan; 3, Ho Wing Cho.

Team Race: 1, Class IIC.

Tug of War: 1, Class IIA.

Junior: Ng Chi-hing.

Senior: Shek Wing Kwan.

TO-DAY'S MISCELLANY.

In course of time there will be as many Royal dukes as there were in Victoria's time, when King Edward (Prince of Wales) and his brothers the Dukes of Edinburgh, Connaught, and Albany sat in the House of Lords, Prince Henry, the King's third son, has just come of age but it is highly improbable that he will receive a ducal title for some years. His brother, the Duke of York, was 24 when he became a Peer, and his father was 27 before he was created Duke of York. When the time comes it is quite likely that the Dukedom of Edinburgh will be revived in favour either of Prince Henry or Prince George.

In St. George's Workhouse, now closed by the Southwark Guardians, several writers have claimed to discover the birthplace of Oliver Twist and the place in which that "greedy boy" made his staggering request for "more". Mr. W. B. Malz, in the current *Dickensian*, points out that the workhouse thus immortalised was in "a certain town" at some distance from London. A guess at Rochester is dismissed, on the ground that Oliver entered London from the opposite direction. In the serial edition of the story, Dickens named the town Mudfog, which has a riverside suggestion about it, but in volume form the story appeared with the name cautiously omitted, and a note hinting that rumours had been abroad. So the identity of Oliver's "home" is lost, but the copper which failed to supply the "more" is preserved, for a lasting memorial to Bumble.

The "pillar-box red" with which the Guards are now again adorned dates much farther back than the days of Marlborough. It was the uniform of Cromwell's New Model Army, which was the nucleus of the Regular Army of England. The New Model was formed by an ordinance of February 15, 1645. Thus the colours which we now associate with Royalty were first worn by the army which was to bring Royalty, temporarily, to an end; for red with blue facings happened to be the colours of the senior corps both of cavalry and infantry. Regiment was distinguished from regiment by facings of the particular colonel's colours; hence the troops of the General, Sir Thomas Fairfax, wore his facings of blue. Similarly, Cromwell's two regiments of horse (later united into one) wore the same colours, and took precedence of the whole army. Even the somewhat biased historian of the British army the Hon. J. W. Fortescue remarks that "modern regiments of cavalry that wear the Royal colours need not be ashamed to remember that they perpetuate the dress of Oliver-Cromwell's troopers. Excluded though Cromwell was from the making of the New Model Army, he was none the less its creator, for it was he who had shown the way to discipline and regimental pride."

Someone has gone to the expense of inquiring through the agony column of the *Times* whether the privileges enjoyed by a freeman of London include the right to demand a silken rope should he be condemned to die on the scaffold. There can hardly be many people so credulous as to believe this; but it is often said that peers enjoy such a privilege, and that the fourth Earl Ferrers availed himself of it when hanged for murder in 1760. This fiction has been disproved by Sir Harry Poland, who, after a careful examination of contemporary records, discovered that Lord Ferrers was hanged with an ordinary halter. Sir Harry Poland says that "Lord Ferrers's arms having been fastened with a black silk sash caused some people to think that he was hanged with a silken instead of a hempen rope. Only two days elapsed between the sentence passed on the Earl and his execution. How could the sheriffs in that time get a silken rope made strong enough to hang the convict with?" It is true the Earl's friends had a special scaffold made, that his Lordship might not swing off from a cart like a mere plebeian. "There was a new contrivance," writes Horace Walpole, "for sinking the stage under him, which did not play well; and he suffered a little by the delay, but was dead in four minutes." The carpenter engaged for the job was evidently not such an expert at his trade as Deacon Brodie, the Edinburgh town councillor who invented the "drop" still used by our hangman, and who was eventually hanged by means of his own invention.

DAIRY FARM NEWS.

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FRENCH . . . 90 " "

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MERCANTILE BANK.

Final Dividend.

The Manager of the local office of the Mercantile Bank of India, Ltd., has received a telegram from the London Office advising that at the annual general meeting of shareholders, the Board of Directors will recommend a final dividend of 8% on the "A" & "B" shares (making 16% for the year 1920), a dividend of 8% on the "C" shares for the six months ending December, both less income tax; that £50,000 less Income tax; that £50,000 be carried to Reserve Fund (making that fund £1,100,000) and that £127,038 be carried forward.

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HANGING OF DANNY DEEVER.	Baritone solo.	207.
THE PAUPERS DRIVE.		
TWO LITTLE LOVE BEES.	From THE SPRING MAID.	267.
FOUNTAIN FAY.		
LEND ME YOUR AID.	IRENE.	212.
CELESTIAL "AIDA"	ALBA.	233.
VOCAL GEMS.	"THE MIKADO"	408.
DREAM SCENE.	"THE BELLS"	391.
SELECTIONS.	"PATIENCE"	337.
VOCAL GEMS.	"MARTHA"	
NONE SO RARE.	"MIGNON"	
IN HER SIMPLICITY.		

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CAMERA NEWS

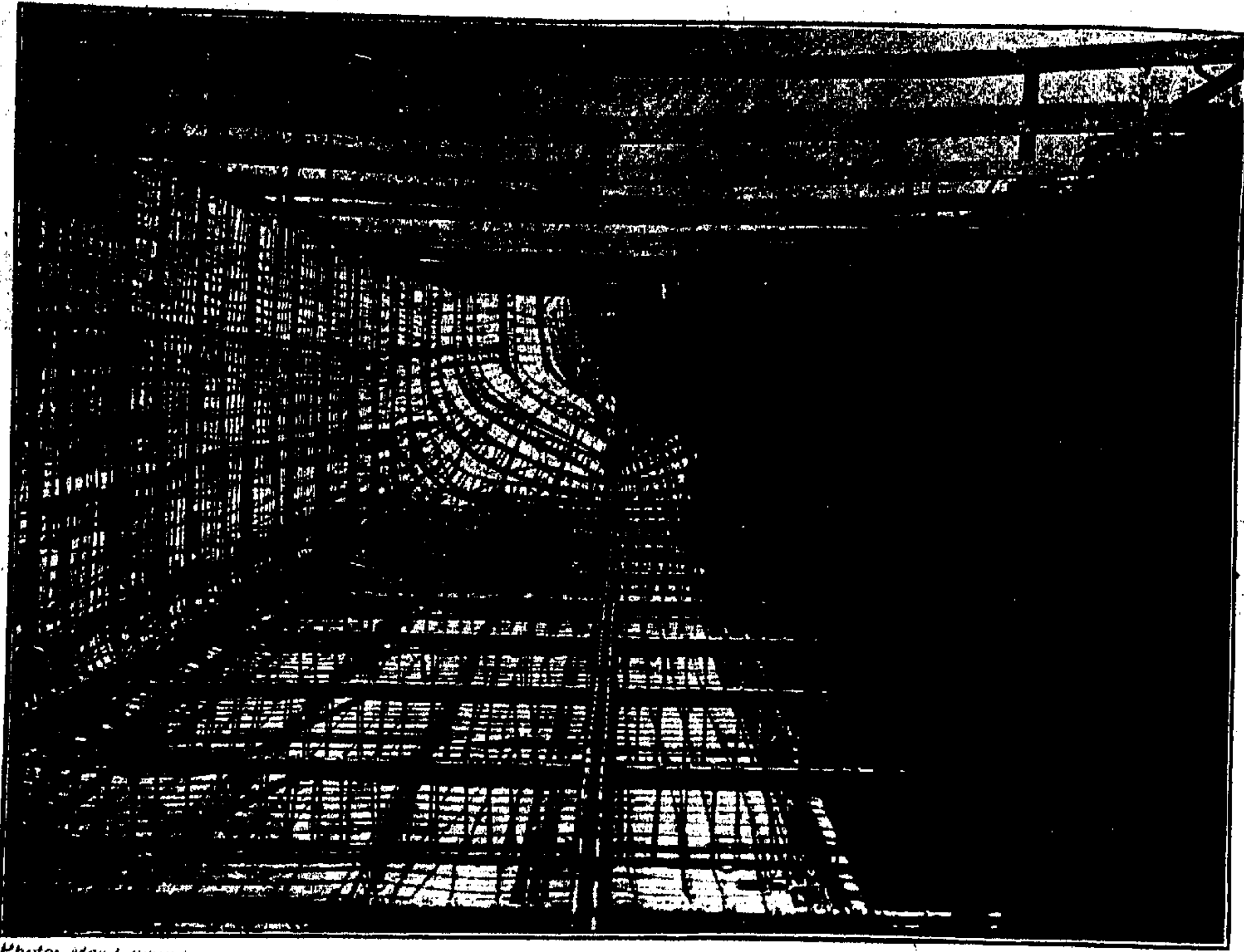


Photo: Mee Cheong.

Here is shown the reinforcement of a concrete lighter being built by Etablissements Brossard Mopin, for their own use, in their shipyard at Hunghom. The lighter will be 70 feet in length, have a deadweight tonnage of 80 tons and be fitted with a 50 horse-power Miller gasoline motor.

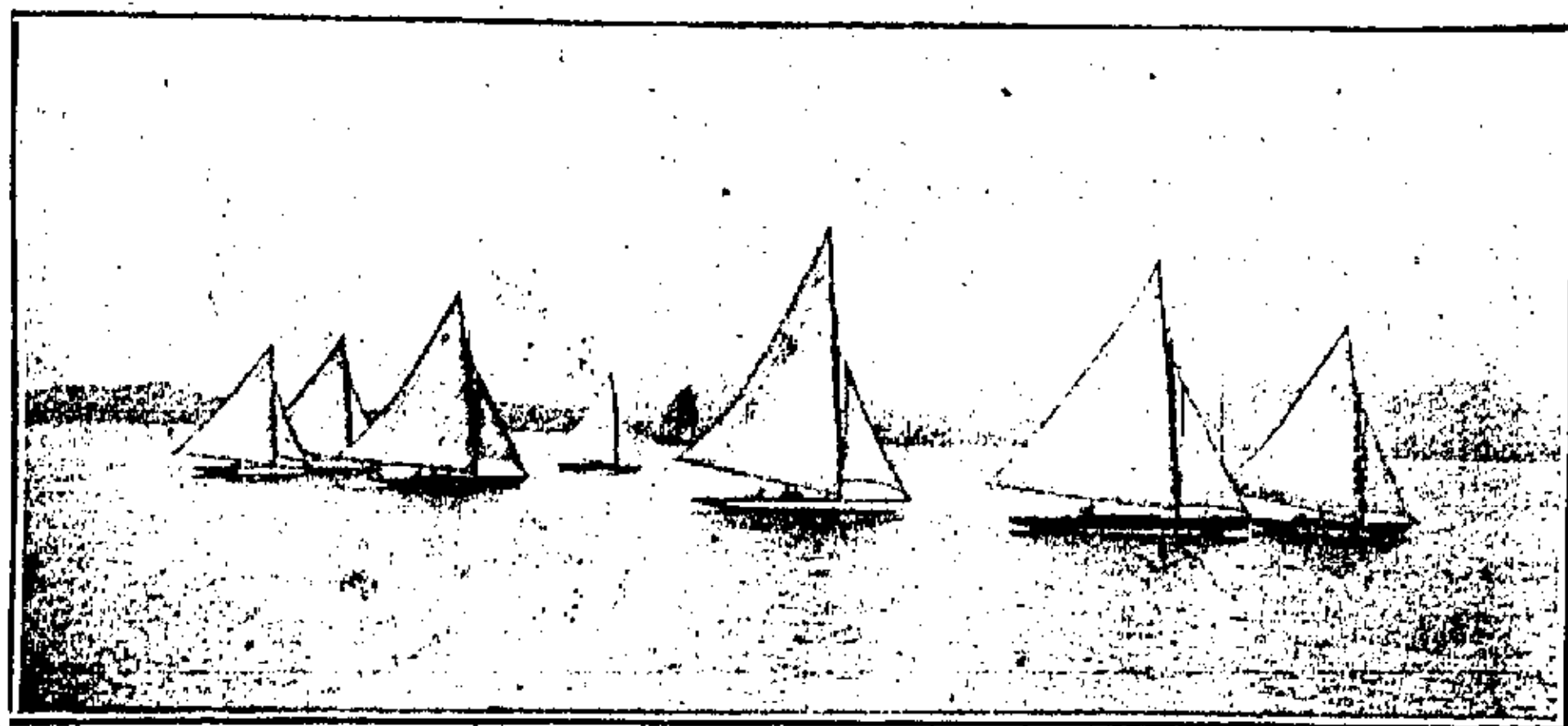


Photo: Mee Cheong.

Start of race for Commodore's Cup at R.H.K.Y.C.

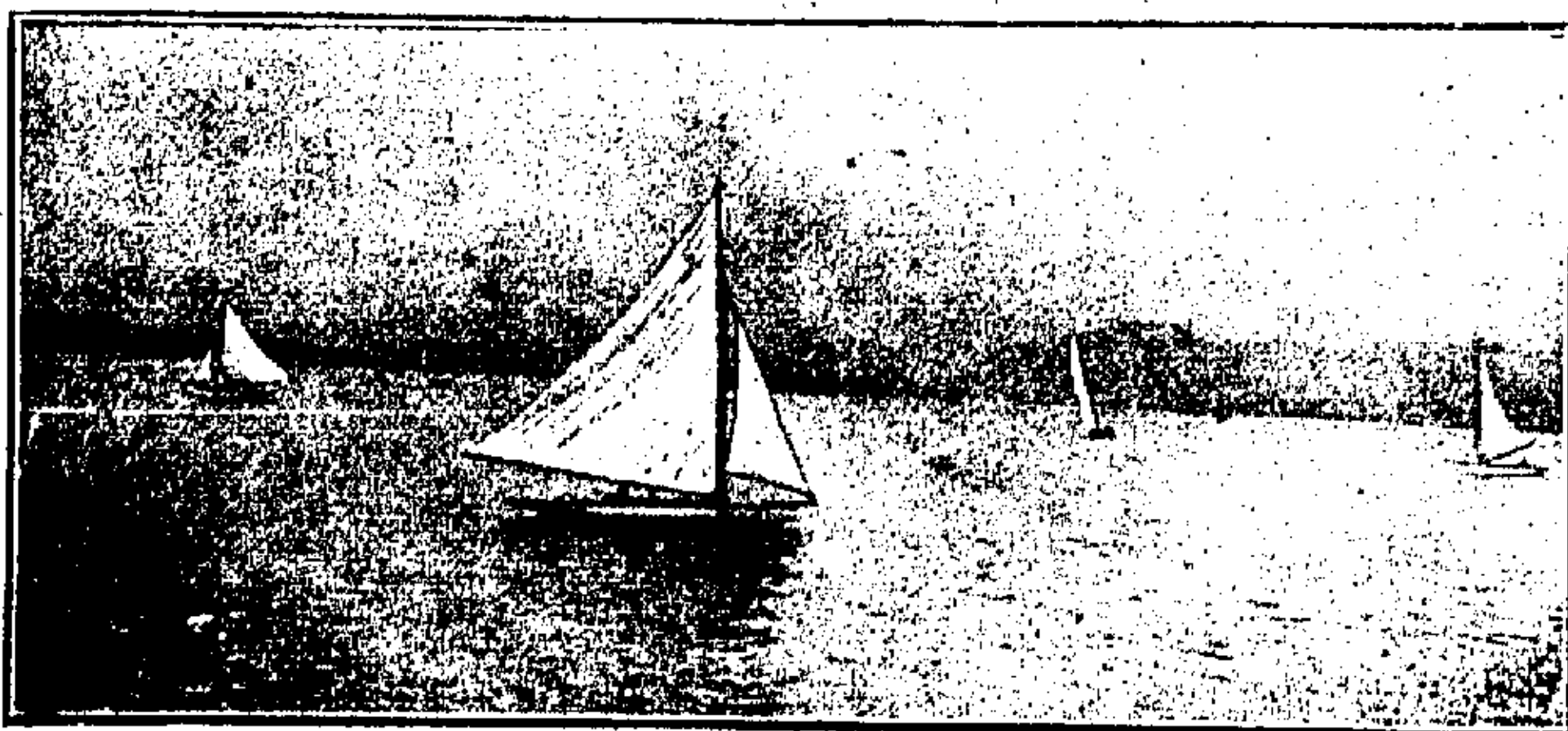
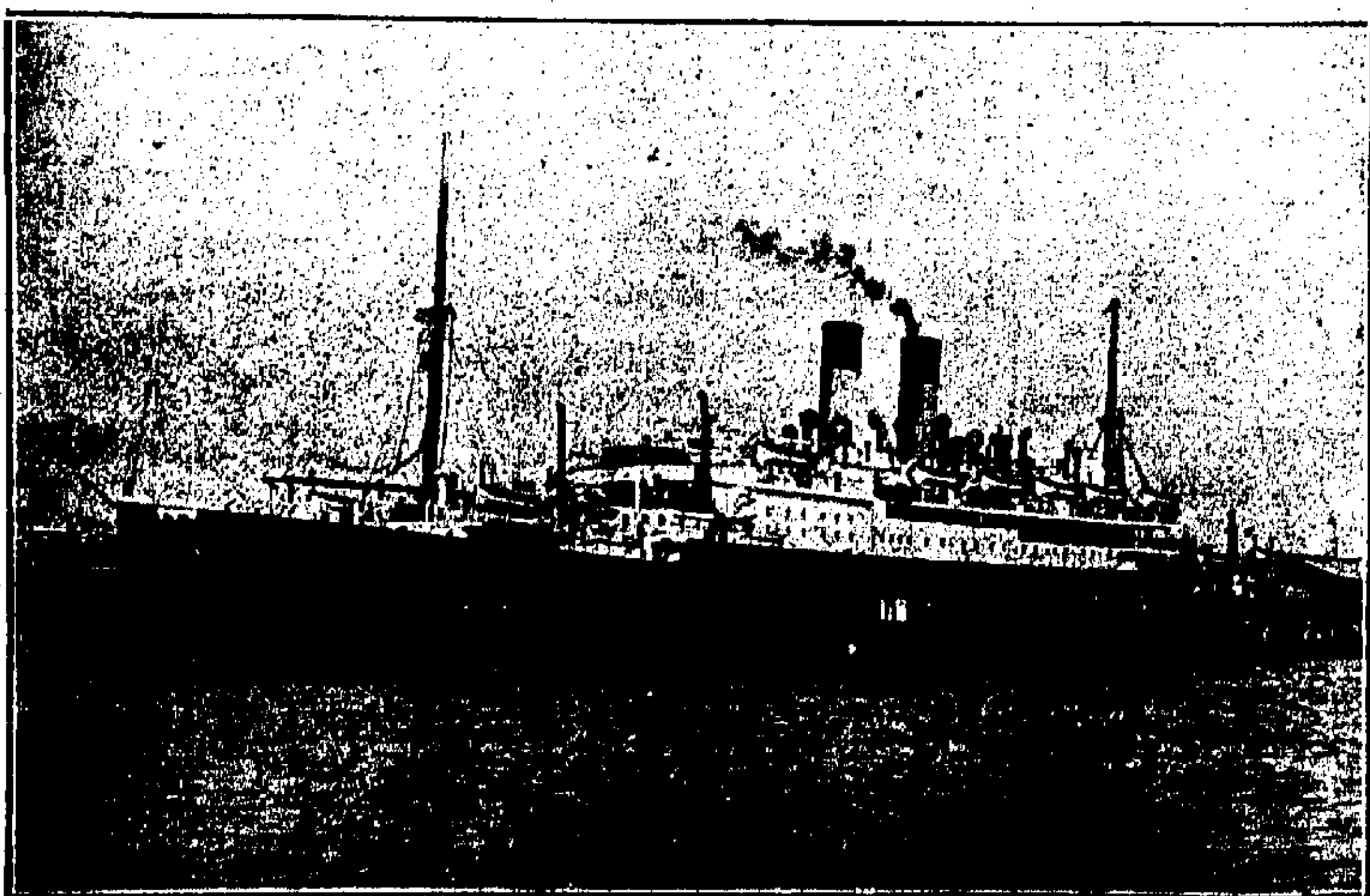


Photo: Mee Cheong.

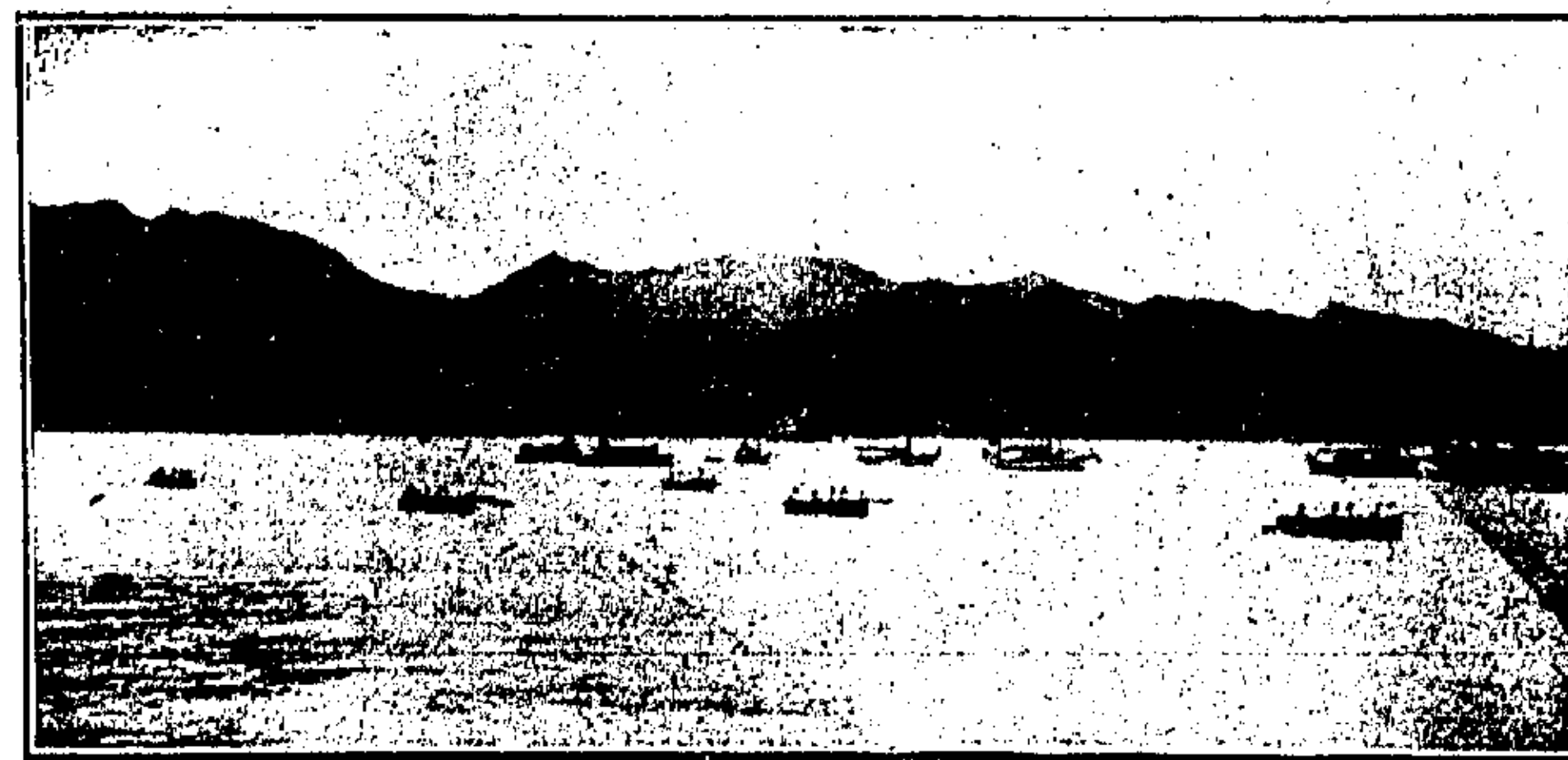
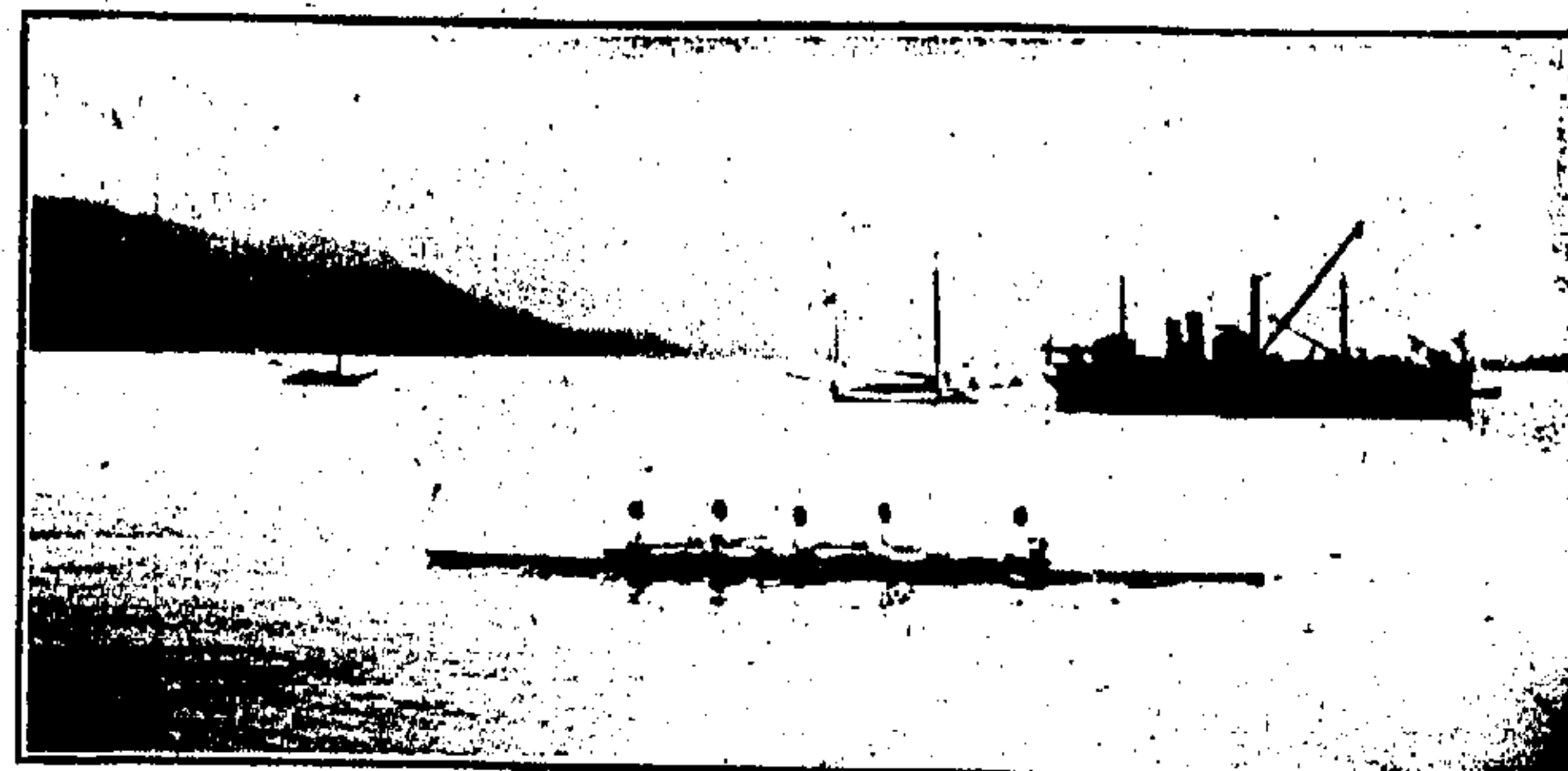
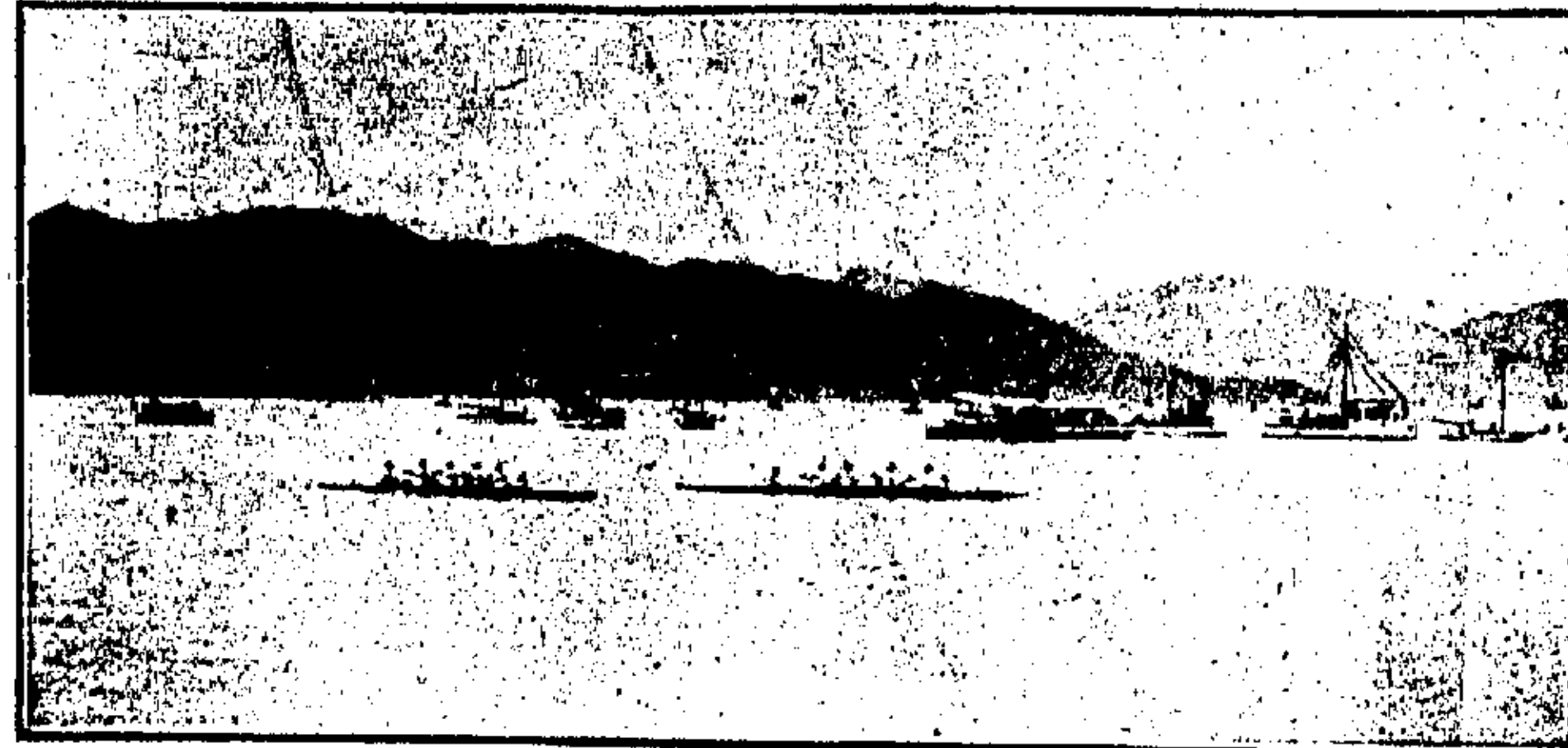
"Ailsa" (Champion of the One Design Class).



The T.K.K.'s Taiyo Maru (late Cap Finisterre), which will sail from this port for San Francisco on May 25th.

THE V. R. C. REGATTA.

(Photos by Mee Cheong.)



Some inmates of St. Joseph's Home for the aged at Kowloon Tong.
Photos by The Rock.



Photo: Ah Fong.

Group taken at the Chinese Catholic community's reception to visiting French Bishops, at the residence of Mr. Simon Tse Yan at Spring Villa, 13 Macdonnell Road.

(Amateur photographers are invited to send us local or other interesting pictures for reproduction on this page.)

NOTICE.

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Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

CHIP'S ADVENTURE.

"Buzz!" came the thing through the buckwheat field, the thing Chip (Chipmunk) heard a-buzzing while he was busily munching the sweet tasty kernels of the buckwheat. "Buzz, rattle, buzz!" it came nearer and nearer.

"My, what an enormous bee that must be!" he thought. "And a greedy one. It's a good thing I got here to-day instead of going to school, because the first thing you know, he'd have this stuff all eaten up." And Chip went on stuffing himself like a Hindu who thinks there's a famine coming and wise to eat while one may.

"Rattle, roar, crash, buzz!" Nearer and nearer came the noise.

"That must be the most enormous bee in the whole world," thought Chip. "I'll surely have to hurry, for I'll be he'll eat everything in sight."

He was righter than he knew, for had he been two feet taller and able to see over the tops of the waving buckwheat, he'd have



Finally getting a good hold of the stalk he hung on until he could shake the grains loose with his teeth.

seen a great iron bee with a great appetite. It had wheels, and was drawn by two horses, and it had sharp knives for teeth which were biting off the buckwheat rapidly.

Chip had spied a delicious looking bunch of grain, too far up for him to reach, so he had to jump for it. Two or three times he jumped, and finally getting a good hold of the stalk, he hung on until he could shake the grains loose with his teeth.

It was a lucky thing for him that he made that jump, for just then along came the rattle, buzz thing with the sharp teeth. Teeth that would have bitten off his little legs most likely, had he been on the ground.

Chip felt himself caught up in a dreadfully squeeze place, then thrown down violently, and everything was as dark as Egypt. "My goodness!" he panted. "What's happened?"

(To be continued on Monday)

LATE CAPT. EEDY.

Funeral Yesterday.

The shipping fraternity was strongly represented at the funeral of the late Captain George W. Eedy which was held at Happy Valley yesterday afternoon. The hearse passed the monument at 5 o'clock followed by a large number of the Captains and officers of ships in harbour and representatives of Messrs Butterfield & Swire, with which firm deceased was connected for many years. The Managers of the firm, Messrs G. T. Edkins and T. H. R. Shaw were present, and with them were Capt. Innes, Capt. French, Capt. Robertson, Capt. Pennefather, Capt. Puckett, Capt. MacKinnon, Capt. Branch, Messrs M. M. Murray, Buchanan, P. Marshall D. Kerr and many others. The body was interred in the Protestant Cemetery, an impressive burial ceremony being performed.

There were many beautiful floral tributes, among which was a monstrous wreath from Messrs Butterfield & Swire, which was conspicuous by an artistic representation of the B. and S. flag set in the centre. Others who sent wreaths were Superintendent Engineers and Marine Superintendents of the China Navigation Company, Butterfield and Swire, Shipping Department, Mr. G. T. Edkins, Mr. T. H. R. Shaw, Captain G. H. Pennefather, Jack A. Tai and Company and Mr. J. Read.

LAWN TENNIS.

H.K.C.C. Tournament.

J. B. Penman reached the semi-final of the Open Championship Singles at H.K.C.C. yesterday, beating his colleague A. D. Humphreys, 7-5, 6-3, 6-4.

In the Mixed Doubles Handicap, Lt. Col. F. J. Bowen and Miss V. Bowen (ser.) won a place in the semi-finals, beating G. W. Sewell and Mrs. C. B. Brown (rec. 2/6), 6-3, 6-3.

In the Men's Handicap Doubles, J. R. Wood and G. R. Sayer (owe 5/6) beat M. M. Maas and A. B. Raworth (owe 4/6), 4-6, 6-4, 6-2.

COMING MATCHES.

To-day.

Open Championship Doubles.—Capt. Leslie Smith and J. S. Jennings v. Major H. M. Edwards and R. Townes (semi-final).

Men's Handicap Doubles.—G. Miskin and E. Grumble v. F. Dinsdale and C. C. Stark.

Monday.

Open Championship Doubles.—Wong Po-keung and V. Yanovich v. J. B. Penman and A. D. Humphreys. This match will be played on the stand court.

Men's Doubles Handicap.—Lt. Col. Bowen and Major C. Wilton v. J. Stalker and E. Abraham.

Club Championship.—L. Forster v. A. B. Raworth.

FOOTBALL.

The following will represent the St. Joseph's College in their final match against the R.G.A. on Monday, 11th instant, at 5.30 p.m. sharp on the Club ground:—M. Silva; E. R. Symonds and O. Ismail; S. Marcel, S. Sopher and S. Rumbahn; E. R. Hyndman, B. Valdes, W. Ogley, R. Onar and A. Ruhnin.

Footballers will be interested to learn that in connection with the Second Division of the League it has been decided to play a final match between the R.G.A. and St. Joseph's College, these two teams having finished with an equal number of points. This final match will take place on the Club Ground on Monday afternoon at 5.15, and at the conclusion of the game Mrs. R. J. Wilton will present the winners with the Cup and gold medals, and silver medals to the runners-up.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1921, as certified by the Managers of the respective Banks are:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia, and China, Ltd.	\$11,743,209	\$5,400,000
Hongkong and Shanghai Banking Corporation, Ltd.	\$3,468,253	\$2,000,000
Messageries Maritimes Bank of India, Ltd.	\$1,204,055	\$50,000

Total.....\$15,415,517 27,450,000
Sterling Securities deposited with the Crown Agents valued at \$550,000.

Securities with the Crown Agents \$180,000.

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Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Friday, 15th instant at 10 a.m.

All claims must be presented Fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

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TIME TABLE.

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 min.
8.00	to 9.00	"
9.00	to 10.00	"
10.00	to 11.00	"
11.00	to 12.00 noon	"
12.00 noon	to 2.30 p.m.	"
2.30 p.m.	to 3.00 p.m.	"
3.00	to 4.00	"
4.00	to 5.00	"
5.00	to 6.00	"

NIGHT CARS.
8.00 p.m. to 1.30 p.m. every 30 minutes
11.45 p.m.

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7.00 a.m. to 10.30 a.m. Every 15 min.
10.30 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 15 min.
1.00 p.m. to 5.30 p.m. " 15 min.
5.30 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 6.30 p.m. " 15 min.
6.30 p.m. to 8.10 p.m. " 10 min.

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Mr. Li Koon Chun, Mr. Mok Chung Kong.
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KAN TONG PO,
Chief Manager.

Hongkong, October 1st 1920.

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.
HEAD OFFICE HONGKONG.

Paid-up Capital..... \$5,000,000
Reserve Funds:—

Sterling..... 12,500,000
Silver..... \$21,500,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

C. T. M. Edkins, Esq., Chairman.
G. W. Dinsdale, Esq., Deputy Chairman.
D. G. M. Bernard, Esq., T. A. Pinner, Esq.
A. H. Compton, Esq., A. O. Lang, Esq.
A. H. Galloway, Esq., Hon. Mr. R. V. D. Page
Hon. Mr. P. H. Holman, W. L. Patterson, Esq.

Chief Manager:—

Hon. Mr. A. G. STEPHEN
Manager Hongkong..... A. H. Barlow, Esq.
Acting Manager Shanghai..... G. H. Nitt, Esq.

LONDON BANKERS:—
LONDON COUNTY WESTMINSTER & PARSONS BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the minimum monthly balances at 4% per annum. For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID UP CAPITAL..... £3,660,000
RESERVE FUND..... £3,660,000

RESERVE LIABILITY OF PROPRIETORS..... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4% per annum.

LOOK POON SHAN,
Chief Manager.

Hongkong, 1st March, 1921.

THE YOKOHAMA SPECIE BANK LTD.

Established 1880

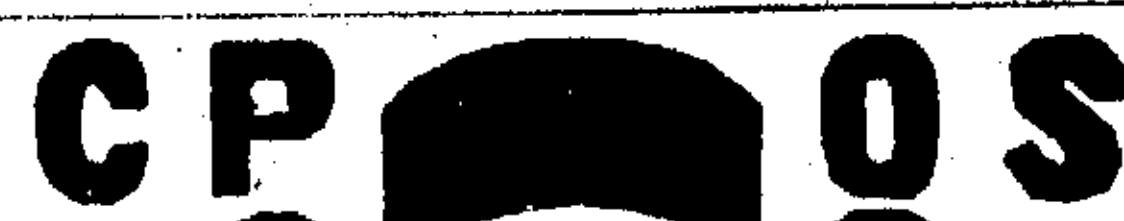
Capital (fully paid up)..... ¥ 1,000,000
Reserve Fund..... ¥ 83,000,000

HEAD OFFICE, YOKOHAMA

Branches and Agencies at:

Batavia	Kobe	Yokohama
Bombay	London	Yokohama
Buenos Ayres	Lyons	Yokohama
Calcutta	Manila	Yokohama
Canton	Shanghai	Yokohama
Cebu	Singapore	Yokohama
Hankow	Tientsin	Yokohama
Hongkong	Yokohama	Yokohama
Kobe	Yokohama	Yokohama
Lyons	Yokohama	Yokohama
Manila	Yokohama	Yokohama
Shanghai	Yokohama	Yokohama
Singapore	Yokohama	Yokohama
Tientsin		

PACIFIC SHIPPING.



SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Japan Ports and Honolulu

Steamers	From Hongkong	Due Vancouver
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 13	Aug. 3
Empress of Asia	July 21	Aug. 8
Monteagle	Aug. 23	Sept. 16
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan	Sept. 20	Oct. 11
Empress of Asia	Sept. 15	Oct. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Pacific. Trade conditions on the Atlantic are not constant as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For Fare and other information, please apply to
HONGKONG OFFICE,
 Telephone 726. Cable address: GACANPAO
CANADIAN PACIFIC OCEAN SERVICES, LTD.



HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Apr. 27th.
PERIA MARU	9,000	May 14th.
TAIYO MARU	20,000	May 25th.
SIBERIA MARU	20,000	June 10th.
TENYO MARU	22,000	June 21st.

Calling at Dairen. Omitting Shanghai.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDÉAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th.
TOKUYO MARU	12,000	June 10th.
RAKUYO MARU	17,500	July 11th.

For cargo only.

For full information regarding passenger, freight, and sailings apply to—

Y. TSUTSUMI, Manager,
 King's Building. Tel. Nos. 2374 & 2375.
 Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.
GREEN STAR LINE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER (via MANILA).

"WEST JESSUP" 22nd April.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST JENA" 25th April.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1 floor Powell Building 12, Des Voeux Rd., Tel. 3008.

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
5,000 tons	11,000 tons	10,200 tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE"	S.S. "CHINA"	S.S. "NANKING"
April 21st.	May 18th.	June 15th.

SAILING FROM HONGKONG for MANILA

S.S. "NANKING"
June 4th.

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
April 30th.	June 25th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. F. SURRIDGE, FREIGHT & PASSENGER AGENT,
 PRINCE'S BUILDING, ICE HOUSE STREET.
 TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1934. No. 2161.

PACIFIC SHIPPING



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK.

STEAMERS	SAILING DATE
"HAROLD DOLLAR"	MAY 10TH.
"MELVILLE DOLLAR"	MAY 18TH.
"M. S. DOLLAR"	MAY 25TH.

VIA PANAMA. VIA SUEZ.

FOR VANCOUVER.

STEAMERS	SAILING DATE
"HAROLD DOLLAR"	MAY 10TH.
"MELVILLE DOLLAR"	MAY 18TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.
 GENERAL POST OFFICE BUILDING TEL. 792.
 THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For MANILA.

S.S. WENATCHEE Sailing May 3rd.

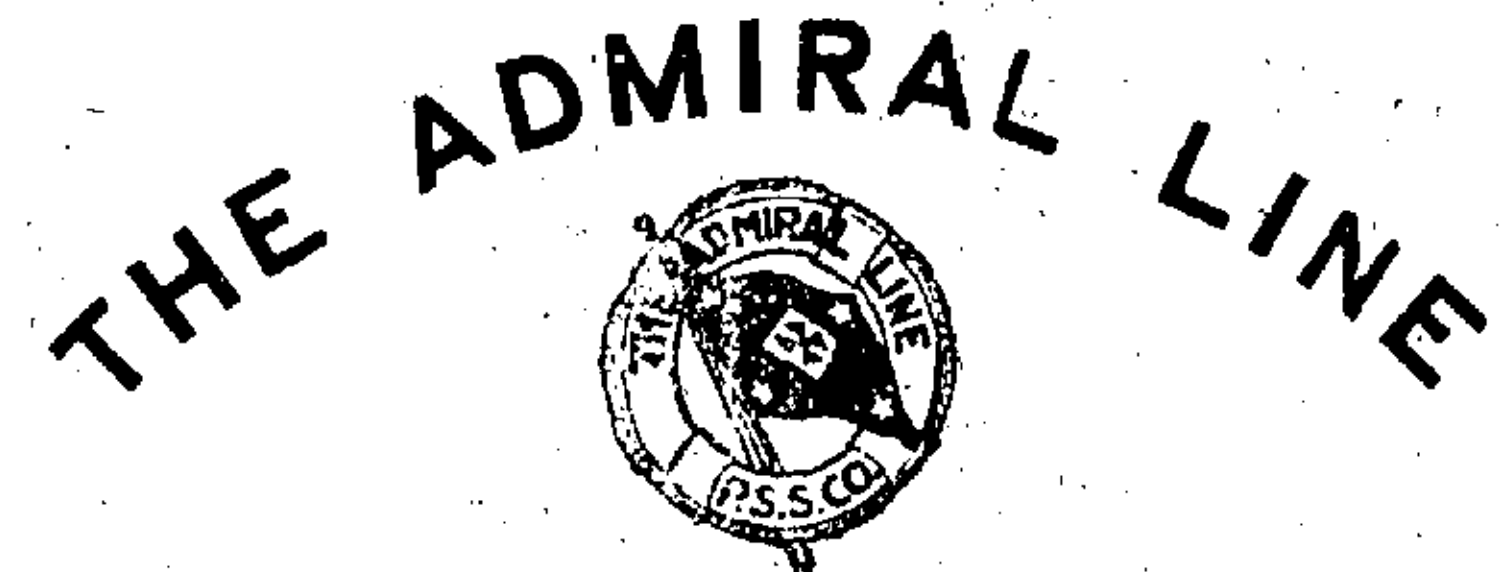
For VICTORIA, B.C. & SEATTLE, Wash.

Calling Shanghai and Japan Ports.

STEAMERS	From Hongkong	Arrive Seattle
S.S. WENATCHEE	May 14th.	June 3rd.
S.S. KEYSTONE STATE	July 5th.	July 26th.
S.S. WENATCHEE	July 25th.	Aug. 13th.
S.S. KEYSTONE STATE	Sept. 17th.	Oct. 5th.

Information regarding rates, accommodations etc. Apply to

THE ADMIRAL LINE
 Telephones 2477 & 2478. 5th Floor Hotel Mansions.



TRANS-PACIFIC FREIGHT SERVICE.
 Operating the following U.S. Shipping Board Steamers.
For SEATTLE, VICTORIA, VANCOUVER, TACOMA.

Freight only (calling at Kobe and Yokohama.)
 CROSSKEYS For Manila About April 11th.
 CROSSKEYS For Manila About April 11th.

For PORTLAND direct.
 (Calling at Kobe and Yokohama.)
 MONTAGUE April 6th.

Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
 Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

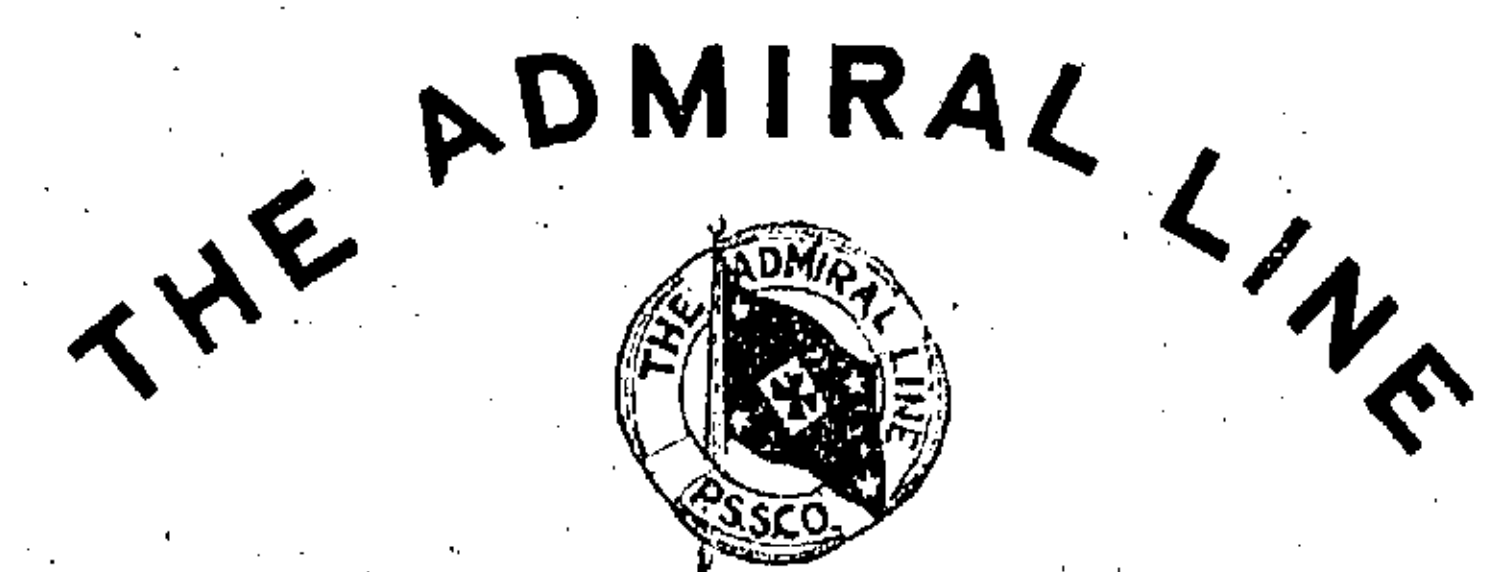
FOR NEW YORK and BOSTON.

Wm. H. WEBB About April 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE
 AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE
 To & From
SAIGON - SINGAPORE - SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.B. STEAMERS
 LAKE FARRAR April 20. LAKE ONAWA May 19.
 Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to—

THE ADMIRAL LINE,
 5th FLOOR HOTEL MANSIONS BUILDING.
 Tel. Add.: Admiralline. Telephone 2477 & 2478.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE
 (Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

BOSTON & NEW YORK. "CITY OF DUNKIRK" 25th April.
 "KNIGHT COMPANION" 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

JAVA CHINA JAPAN LYN
 General Agents,
 York Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.
 Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,
 Agents.
 Telephone No. 1574.

UNCLAIMED TELEGRAMS.

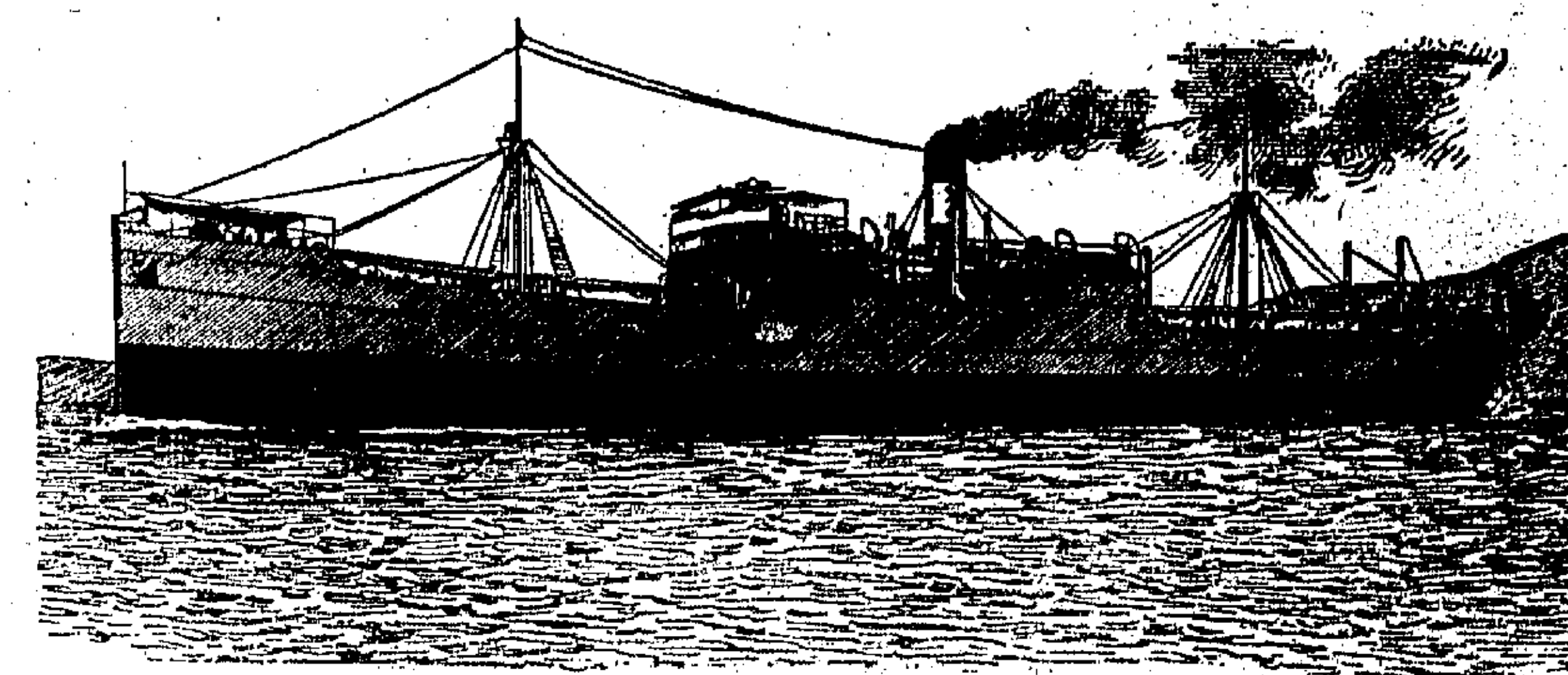
Memohara, from Takow.
 Rowan, from Londonpo.
 Don P. Smith Care American Consul, from Newyork.
 H. O. White Boniface, from Shanghai.
 Fester Hongkong or Peak Hotel, from Semarang.
 Parkinson or Parkunion, from London.
 Molden, from Walkervilleont.
 M. E. F. AIREY, Superintendent.
 Hongkong, April 8, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition;
 Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
 Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES incorporated in ENGLAND

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KHYBER	9,000	15th Apr.	M'les, London & Antwerp.
DUNERA	5,400	17th Apr.	S'pore, Colombo & B'bay.
DEVENHA	8,000	27th Apr.	London & Antwerp.
SOUDAN	7,000	29th Apr.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A.	4,649	9th Apr. 11 a.m.	Calcutta via Singapore.
TAKADA	6,949	4th May	Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	13 Apr. 1 p.m.	Melbourne via Sandakan.
KANOWNA	7,000	6th May	Thursday Island, Townsville, Brisbane and Sydney.

* Omits Sandakan Calls Timor.

SAILINGS TO SHANGHAI & JAPAN.

NAGOYA	7,000	12 Apr. 11 a.m.	Shanghai, Moji & Kobe.
KANOWNA	7,000	20th Apr.	Japan direct.
TAKADA	6,949	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Wednes. 20th Apr. at 11 a.m.

SUWA MARU... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KITANO MARU... Friday, 15th April, at 11 a.m.

INABA MARU... Friday, 29th April, at 11 a.m.

KAMO MARU... Friday, 13th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU... Tuesday, 19th Apr., at 11 a.m.

AKI MARU... Tuesday, 17th May, at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Sailing from Singapore) Wed., 11th May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU... Friday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU... Tuesday, 12th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU... Tuesday, 12th April.

DAKAR MARU... Wednesday, 13th April.

IYO MARU... Friday, 15th Apr., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"**LLOYD TRIESTINO.**

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 19th April.

FOR SHANGHAI & JAPAN.

S.S. "PERSIA" Sailing on or about 19th April.

Passengers Luggage can be insured at the office of the Agents

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For Steamer.

LONDON, AMSTERDAM, ROTTERDAM "KIOTO" 15th April.

DAM & HAMBURG "KASENKA" 30th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"GLENIFFER"	14th April.
"GLENGLYLE"	28th April.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
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"CARNARVONSHIRE" 24th Apr. GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 14th April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
BANGKOK via Swatow	Chungshang	Sun., 10th Apr. at d'light.
SHANGHAI via Swatow	Kwongshang	Sun., 10th Apr. at noon.
SHANGHAI via Swatow	Tungshing	Mon., 11th Apr. at 10 a.m.
TIENTSIN	Cheongshing	Tues., 12th Apr. at d'light.
STRAITS & Calcutta	Namsang	Tues., 12th Apr. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Wed., 13th Apr. at 10 a.m.
SHAI & T'au via S'tow	Choysang	Thur., 14th Apr. at d'light.
BANGKOK via Swatow	Fooshing	Fri., 15th Apr. at d'light.
MANILA	Loongshang	Fri., 15th Apr. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th Apr., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY	Teon	12th Apr. at 8 a.m.
SWATOW & BANGKOK	Luchow	12th Apr. at 10 a.m.
AMOY, SHAI & PUKOW	Sinkiang	12th Apr. at noon.
SHANGHAI	Soochow	14th Apr. at noon.
SHANGHAI & TSINGTAO	Yingchow	16th Apr. at noon.
H'HOW, P'HOI & H'PHONG	Kaifong	19th Apr. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light, and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong April. 9, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong	W. C. Passmore	FRI., 15th Apr. at noon.
Haiching	A. H. Stewart	TUES., 19th Apr. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES BETWEEN JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Cheribon Maru" sailing on or about 11th April.

S.S. "Macassar Maru" sailing on or about 30th April.

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 25th April.

S.S. "Borneo Maru" sailing on or about 8th May.

For further particulars please apply to—

K. SUZUKI,

Manager.

Telephone No. 2206.

No. 5, Queen's Road Central.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

The N.Y.K. s.s. AWA MARU (Liverpool Line) left Liverpool for this port via Suez on the 12th March and is expected here on the 24th April.

The N.Y.K. s.s. YETOROFU MARU (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 25th March and is expected here on the 14th April.

The N.Y.K. s.s. TSUSHIMA M. (Bombay Line) left Bombay for this port direct on the 23rd March and is expected here on the 14th April.

The N.Y.K. s.s. YAMAGATA M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 27th March and is expected here on the 15th April.

The N.Y.K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 23rd March and is expected here on the 11th April.

The N.Y.K. s.s. IYO MARU, (European Line) left London for this port via Suez, on the 5th March and is expected here on the 14th April.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 30th March left there 31st March (noon) due at Vancouver on 12th April.

The Barber Line s.s. BOWES CASTLE, left New York on Mar. 8th for Hongkong via Ports and is expected to arrive here about 12th May. Dodwell & Co. Ltd., Agents.

The T.K.K. s.s. SHINYO M. arrived at Yokohama on April 2nd and will sail April 5th in accordance with schedule, being due at Hongkong April 19th.

The s.s. DEMODOCUS, (Blue Funnel Line) left Port Said on 31st March for Hongkong and is due here on 20th April.

The s.s. TELEMACHUS (Blue Funnel Line) left Singapore on 5th inst. for Hongkong and is due here on 11th inst.

The N.Y.K. s.s. KITANO M. (European Line) left Kobe for this port via Moji and Shanghai on the 5th April and is expected here on the 14th April.

The N.Y.K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez on the 2nd April and is expected here on the 12th May.

The N.Y.K. s.s. KASHIMA MARU (American Line) left Shanghai for this port on the 8th April and is expected here on the 11th April.

The E. & A. s.s. EASTERN left Moji for this Port on the 7th instant at afternoon and is due here on the 16th instant at about 4 p.m.

The s.s. METHVEN left Saigon for Hongkong on the 7th April and is due here on or about the 12th April.

The s.s. PERSIA is due to sail from Singapore on the 8th inst., and is expected to arrive at this port on 14th. Dodwell & Co., Agents.

WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Triam	152 Below	26-2 Below
Triam	26-2 Below	26-5 Below
Triam	15-4 Below	61-8 Below
Triam	32-4 Below	11-2 Below
Wong-ni	34-8 Below	27-5 Below
Pokfulam	17-11 Below	28-6 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Triam	282.21	282.22
Triam	41	57
Triam	41.56	6.56
Triam	11.26	1.158
Wong-ni	2.19	6.48
Pokfulam	28.36	23.64

Total, 1,193.02 1,426.77

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	180.29	180.24 m. ga.
Estimated output	278.100	281.700

Constant supply in all districts during Feb. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	12-6	6-2
Gravitation	Below	Below
Gravitation	Below	Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Kowloon	239.00	291.54
Gravitation	1520	1520
Consumption of water in Kowloon in millions and decimals of gallons during the month of Feb.	45.31	37.10 m. gallons
Estimated output	104.800	104.700
Consumption per head per day	14.9	12.5

The Corporation's Engineer's Report shows that the water is of excellent quality.

T. L. PERKINS, Water Authority.

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Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per KAMAKURA M., 10 April.
Shanghai—Per SOOCHOW, 11th Apr.
Shanghai—Per WEN CHOW, 11th Apr.
Japan—Per EASTERN, 11th Apr.
Australia & Manila—Per AKI M., 11th Apr.
Europe via Suez (Newspapers only London 3rd March)—Per NAGOYA, 11th Apr.
Europe via Suez (Letters only London 3rd & 10th Mar.)—Per GLENFALLOCH, 12th Apr.
Saigon—Per METHOVEN, 12th Apr.

OUTWARD MAILS.

To-morrow.

Haiphong—Per CHILDAK, 9 a.m.
Saigon—Per SUI SANG, 9 a.m.
Swatow, Amoy & Keelung—Per AMAKUSA M., 9 a.m.
Swatow, *Shanghai & *North China—Per KWONG SANG, 9 a.m.

Monday 11th April.

Tientsin—Per CHEONGSHING, 5 p.m.
Amoy—Per TEAN, 5 p.m.
Swatow—Per HYDRANGEA, 3.30 p.m.
Swatow, *Shanghai & *N. China—Per TUNG SHING, 9 a.m.
Shanghai, North China and Japan—Per FOKSANG, 5 p.m.
Shanghai N. China Dairen Japan, *Canada, *United States, *C. & S. America & *Europe via Victoria—Per ALABIA M., 11 a.m.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T Demand 2.5
T/T Demand 2.5 1/2
60 d/s 2.5 1/2
4 m/s 2.5 1/2
T/T Shanghai 2.5 1/2
T/T Singapore 2.5 1/2
T/T Japan 2.5 1/2
T/T India 2.5 1/2
Demand India 2.5 1/2
T/T San Francisco & New York 2.5 1/2
T/T Java 2.5 1/2
T/T Marks 2.5 1/2
T/T France 2.5 1/2
Demand Paris 2.5 1/2

BUYING.

4 m/s L/C 2.5 1/2
4 m/s D/P 2.5 1/2
6 m/s L/C 2.5 1/2
30 d/s Sydney and Melbourne 2.5 1/2
30 d/s San Francisco & New York 2.5 1/2
4 m/s Marks 2.5 1/2
4 m/s France 2.5 1/2
6 m/s France 2.5 1/2
Demand Germany 2.5 1/2
Demand New York 2.5 1/2
T/T Bombay 2.5 1/2
Demand Bombay 2.5 1/2
T/T Calcutta 2.5 1/2
Demand Calcutta 2.5 1/2
On Yokohama 2.5 1/2
Demand Manila 2.5 1/2
Demand Singapore 2.5 1/2
On Haiphong 2.5 1/2
On Saigon 2.5 1/2
On Bangkok 2.5 1/2
Sovereign 2.5 1/2
Gold leaf per Tael 2.5 1/2
Bar Silver, ready 2.5 1/2
forward 2.5 1/2
Bank of England rates 2.5 1/2
New York/London 2.5 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces 1/2 par.
10 " 1/2 dis.
5 " 3/5 dis.
Canton subcoins 14 1/2 dis.
Hongkong April 9, 1921.

Tuesday, 12th April.

*Shanghai and *N. China Per SINKIANG, 11 a.m.
Shanghai, N. China & *Japan Per NAGOYA, 9.30 a.m.
Japan—Per AKI M., 10 a.m.
Straits, Bangkok Calcutta & Aden—Per NAMSANG, 2 p.m.

*Correspondence bearing vessel's name only.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong.—10th April, 1921, 2nd Sunday after Easter. Holy Communion (7.30 a.m.), Matins (11 a.m.) (Cathedral Choir).—Responses, Feriat; Venite, Hayes (8th); Psalms, 120, 121, 122 (Beethoven); Te Deum, Barnby, Goss; Foster, (5th morning); Benedictus, Goss (7th evening); Anthem, "O, blessed is that land."—Stainer; Hymn, 138. Litany (12 noon), Evensong (6 p.m.) (Auxiliary Choir).—Responses, Feriat; Psalms, 65 (Garrett); Magnificat, Smart; Nunc Dimittis, Felton; Hymns, 260, 504, 20.

The Wesleyan Church, (opposite Royal Naval Hospital).—Sunday, April 10th.—Divine Service and Church Parade, 10.15 a.m. Subject: "Idle Tales." Evening Service, 6.00. Subject: "Jesus, in Experience and in the Gospels." Preacher: Rev. C. Clouston Porri, H.C.F. Children's Service, Afternoon 3.00. Wesleyan Sailor's and Soldier's Home, (Corner of Arsenal Street.) Sunday Evening 8.15. Gospel Meeting and Social Hour. Speaker: Capt. Holland. Monday, 8.15 p.m., Chaplain's Class. Tuesday, 5.30, Parade 1st Troop Wanchai Boy Scouts; Wednesday, 8.15, Wesley Guild; Friday, 3 to 5 p.m., Ladies' Working Party and Tea; 5.30 p.m. Class and Parade Boy Scouts.

First Church of Christ, Scientist, MacDonnell Road.—Sunday, 11.15 a.m.; Wednesday 5.45 p.m.

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The following Unclaimed Telegrams are lying here:—

Jwata Passenger Samarang
Mari, from Tokyo.
Eita-o Saika c/o Imafuma Co.
from Tokushima.
Ahyoung & Co. Victoria Street,
from Shanghai.
Kitaro Toyosaburo, from T'zau.
S. F. Zih, Hongkong Hotel,
from Shanghai.
Saunders Hongkong Hotel,
from Tokushima.
Mark Hoken, from Miyanoehita.
Soken, from Omata.
Endt S. S. Tjikin, from S'hai.
Robjohn Hongkong Hotel, from
Shanghai.
(Retransmitted, from S'hainghai)
duti c/o thos Cook and Son, from
Tokyo.

Kaidah, from Amoy.
Enghong, from Amoy.
Watuu Wohing Second Street
Wanchai, from Amoy.
Fatkee, (2) from Shanghai.
Wingchungwing, from S'hai.
Hagutkwan Kwongtallo Hotel
from Shanghai.
Lankwaisheng No 2 Robinson
Road, from Amoy.
Leethyho Singheesang, from
Amoy.
Abelich K. K., from Osaka.
Young Siza W-q 94 Hollywood
Road, from Amoy.
Youngsoywan 14 Connaught
Road West, from Shanghai.
Thongyuk, from Shanghai.
Snewesong, from Amoy.
Manwoo, from Shanghai.

TH. KRING,
Superintendent.
Hongkong, April 8, 1921.

ENTERTAINMENTS.

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TIDE TABLE.

4th to 10th April, 1921.

Day	High Water	Low Water	Day	High Water	Low Water
Time	Mean Time	Mean Time	Time	Mean Time	Mean Time
Mon. 4	7 54	4 8	Mon. 11	1 18	4 3
Tues. 5	8 7	5 4	Tues. 12	1 18	4 3
Wed. 6	8 21	5 9	Wed. 13	1 18	4 3
Thurs. 7	8 42	5 7	Thurs. 14	1 18	4 3
Fri. 8	8 58	5 1	Fri. 15	1 18	4 3
Sat. 9	9 31	5 0	Sat. 16	1 18	4 3
Sun. 10	9 58	4 58	Sun. 17	1 18	4 3
	11 11	4 54			

m morning, a afternoon

Printed and Published for the Proprietor, by Alfred Morley at 11, Lee House Street, in the City of Victoria Hongkong.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.		
H.K. & S. Bank	b.	840
East Asia	b.	117
Marine Insurance.		
Cantons	s.	452 1/2
North China	n.	153
Union	b.	277 sa. 278
Yangtze	n.	25 1/2
Far Eastern	b.	20
Fire Insurance.		
China Fire	b.	116
Shanghai Fire	b.	330
Shipping.		
Douglas	n.	60
H.K. Steamships	b.	27
Indos (Pref.)	b.	30
Indo Def. Lon/Reg.	n.	285
Indo Def. H.K. Reg.	b.	265
Shells	n.	105 1/2
Forrie	n.	35
Refineries.		
Sugars	b.	245 sa. 230/40/45
Malabon	b.	55
Mining.		
Kailan	b.	90
Langkate	b.	13
Shanghai Loans	n.	13
Shai Explorations	b.	75 cts.
Raub	b.	24
Tronoh	s.	15
Ural Caspian	b.	13
Docks, Wharves, Godowns, &c.		
H.K. Wharves	s.	101
K. Docks	b.	232 sa. 217
Shai Docks	b.	144
N. Engineerings	n.	15
Lands, Hotels & Buildings.		
Centrals	b.	130
H.K. Hotels	b.	171
H.K. Lands	b.	183
H'phreys Est.	b.	104
K'loon Lands	b.	35
L. Reclamations	b.	120
West Point	b.	61
Cotton Mills.		
Ewas	b.	1365
Kung Yik	b.	37
Lau Kung Mow	b.	14 1/2
Oriental	b.	120
Shai Cottons	b.	23 1/2
Yangtze Cottons	b.	23 1/2
Miscellaneous.		
Cements	s.	1470
Do. Light old	sa.	1210/12 1/2
China Light new	b.	11
China Providents b. & sa.	b.	12
Dairy Farms	b.	27
Electric H. K.	s.	24
Electric Macao	n.	30
Hongkong Ropes	n.	27
Hk. Tramways	n.	13
Peak Trans. old	b.	9
Do. new	b.	1
Steam Laundries	b.	7
Steel Foundries	b.	8
Water-works	b.	1894
Watsons	b. & sa.	8
Wm. Powells	b.	20
Wisons	b.	52

Hongkong, April 9, 1921.